JUL 24'45 E

ATLANTIC FISHERMAN

JULY, 1945

OFFICIAL U. S. NAVY PHOTO

Among the innumerable tasks in which rope serves best, on shipboard, is towing . . . nothing has ever been fabricated that equals Manila Rope for this service. It has great strength, elasticity, and handles fast. The deck crew, in the photograph above, is undergoing a Navy training course in handling rope.

Rope, a sinew of war, is fast being expended in the war areas, and the demand for it increases as the war against Japan is stepped up. After complete victory, Columbian Rope will again be available to everyone.

Red
White
Blue

COLUMBIAN ROPE COMPANY
310-80 Genesee Street
Auburn *"The Cordage City"* N. Y.

ARMY E NAVY

COLUMBIAN *Rope*

Power...

precedes progress

P

...pioneer mariners never dreamed of the progress that would be made in the method of powering boats. Today's reality—BUDA Diesel Engines—offer the most efficient marine power ever developed for work boats, tow boats and fishing boats.

Bettman Archive

Pleasure and reconnaisance sail boat on wheels first used by Moritz, Prince of Orange.

8th of a Series contrasting early marine power with modern BUDA Diesel power.

Write or wire for literature

BUDA

BUDA Service is Nation-Wide

ARMY (E) NAVY

5440 Commercial Ave.

It's the "RUNNING" Balance that Counts in PROPELLERS!

Are you aware that a propeller can be in perfect static and dynamic balance and still cause terrific vibration when operated in the water? It's a condition well known to propeller experts, caused by non-uniformity in the pitch of the blades. Frequently the variation is too small for detection by the naked eye, yet it can produce disastrous results. That is why Michigan's exclusive Machined-Pitch method is so highly important to propeller users. It is positive assurance that identical dimensions and identical angularity are precisely uniform on every blade. And this means an inherently balanced wheel *under actual running conditions in the water.* It's the RUNNING balance that counts!

For the complete details on why the Michigan Machined-Pitch process assures perfect propeller performance, write for our new catalog No. 145.

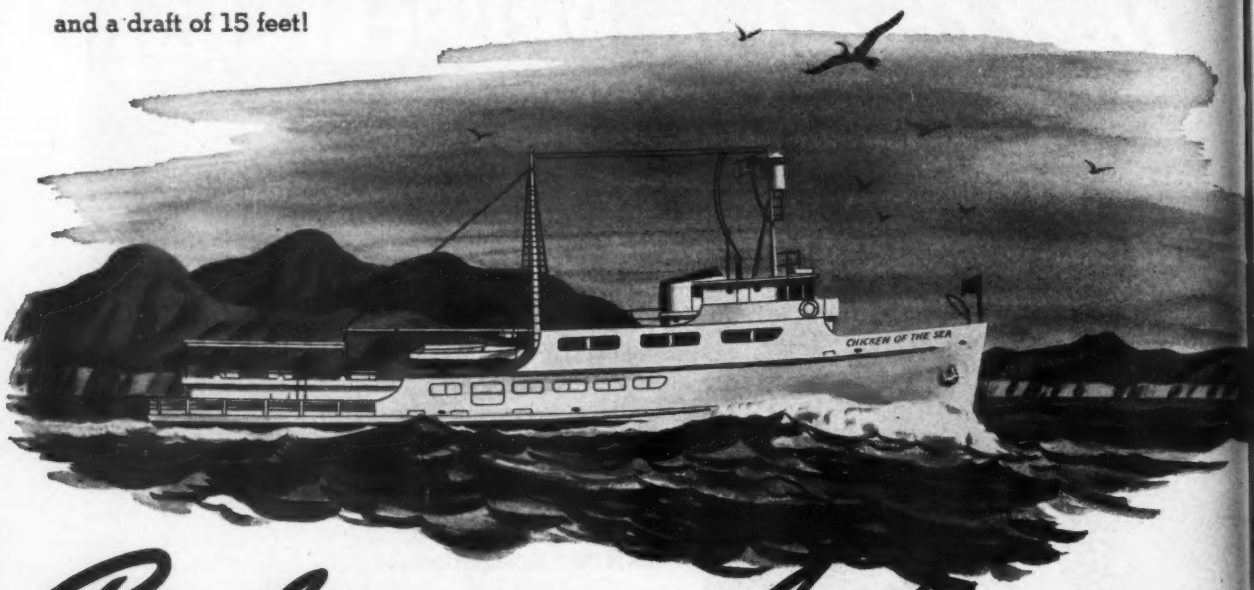
DAMAGED PROPELLERS can be quickly restored with perfect accuracy by any of our strategically located service stations. Name of nearest on request.

FOR WORK OR PLEASURE MICHIGAN MACHINED-PITCH MEANS *Smooth as Silk* PERFORMANCE

3 TIMES WINNER OF THE "E" AWARD

MICHIGAN WHEEL COMPANY · Grand Rapids 3, Michigan

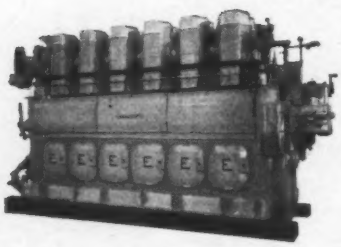
The most powerful ship of its type That's what they're saying about the new all-steel welded tuna clipper *Chicken of the Sea,* built by Birchfield Boiler, Inc., at Tacoma for Van Camp Sea Food Company and Captain Harold Morgan. She's 142 feet long, with a beam of 30 feet and a draft of 15 feet!



Propulsion power... Auxiliary power

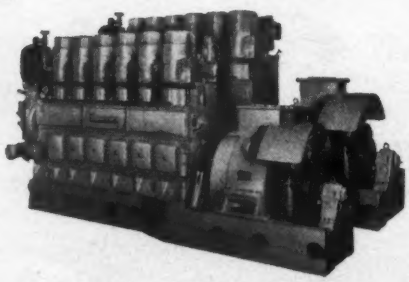
ALL the power for this mighty new tuna clipper is supplied by these

ENTERPRISE DIESEL ENGINES



DEPENDABLE PROPULSION POWER

Chicken of the Sea needs propulsion power that can be relied upon to stand up under emergencies. That power is supplied by an Enterprise Turbocharged Diesel DMQ-38, rated 1500 hp at 300 rpm.



DEPENDABLE AUXILIARY POWER

All auxiliary power on the *Chicken of the Sea* is supplied by twin Enterprise DSX-6 Diesel 175 kw Generator Sets to carry a load that even includes air conditioning of quarters

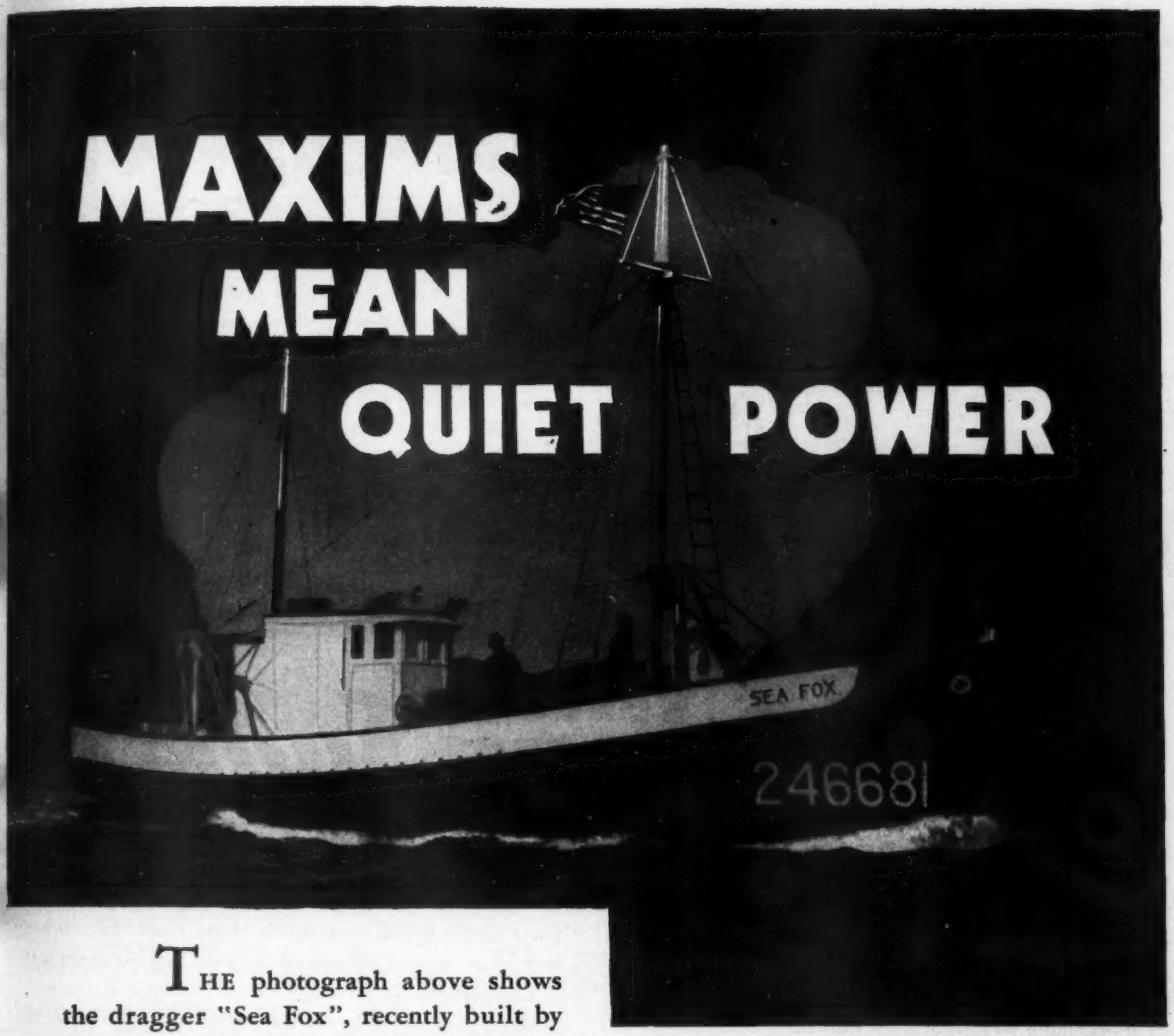
PROFITABLE OPPORTUNITIES. *Desirable territories are open for reliable dealers to represent Enterprise Engines. For full details write today.*

Write Dept. FT for Enterprise booklet giving all the facts about dependable Enterprise Power.

ENTERPRISE ENGINE & FOUNDRY CO.

18th & FLORIDA STREETS — Enterprise DIESEL — SAN FRANCISCO, CALIF., U.S.A.

MAXIMS MEAN QUIET POWER



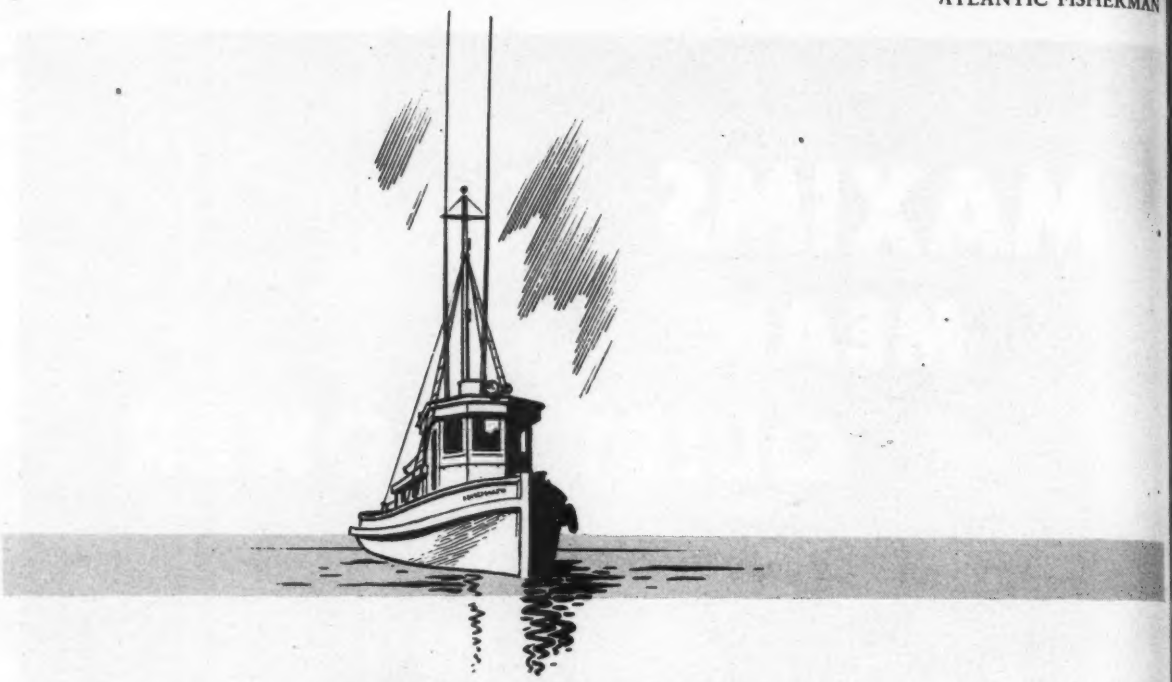
THE photograph above shows the dragger "Sea Fox", recently built by Southwest Boat Corp., Southwest Harbor, Me., for Capt. Manuel Zora Nascimento of Provincetown, Mass.

The "Sea Fox", like many other sturdy draggers, is equipped with a Maxim Silencer to make certain that *power will be quiet.* Maxim Spark Arrestor Silencers are accepted equipment on many fishing craft because they trap 100% of the sparks and thus eliminate one serious fire hazard... and also because they effectively kill exhaust noise. The exhaust of a powerful motor, without *adequate* silencing, can make everyday life on the boat unbearable and can also make it impossible to hear vitally important navigation signals. One other important point — Maxims are sturdily built to stand up under the hard service they see in fishing craft. A good boat deserves this good equipment. Bulletins on Maxim Marine Silencers will be sent on request.

MAXIM

ARMY E NAVY

THE MAXIM SILENCER CO. • 74 Homestead Ave., Hartford, Conn.

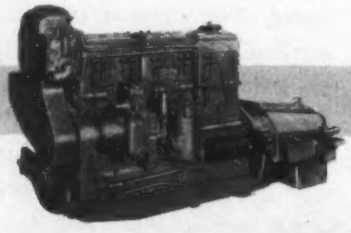


Of this... YOU CAN BE *SURE*

SURPLUS POWER IS PROTECTION . . . protection against the damaging shocks, jerks and strains that add to the abuse and shorten the life of equipment when there is barely "enough power" for *normal* requirements. *Surplus power* is protection, too, against loss of time and damage because reserve power is always available to prevent nets from becoming tangled or lines fouled.

You are assured of *surplus power* in your boat when you specify a Cummins Marine Diesel because its compact size and low weight per horsepower offer important economies in weight and space . . . enable you to place your power plant where it will take up the least room. In a fishing boat, this means a substantial increase in payload capacity . . . an increase in profits.

Have you carefully considered these features of the Cummins Marine Diesel?



Illustrated is the 150 hp. Model HMR-600 Cummins Marine Diesel. Closely approaching this model in design, dimensions and weight are the 200 hp. Model NHMR-600 and the supercharged, 275 hp. Model NHMRS-600.

CUMMINS *Dependable* DIESELS

SINCE 1919...PIONEER OF PROFITABLE POWER THROUGH HIGH SPEED DIESELS

CUMMINS ENGINE COMPANY, INC., COLUMBUS, INDIANA

SALES AND SERVICE

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CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC. . . . . . 18 Hurley St., Cambridge 41, Massachusetts
CUMMINS DIESEL ENGINES, INC. . . . . . 209-13 North 22nd St., Philadelphia 3, Pa.
CUMMINS DIESEL ENGINES, INC. . . . . . 25 East Lee St., Baltimore 2, Maryland
CUMMINS DIESEL SALES AND SERVICE OF NORTH CAROLINA . . . . . 2322 English St., High Point, North Carolina
EDWARD PARKINSON . . . . . 232 Avenue Alcazar, Coral Gables 34, Florida
CUMMINS-DIESEL SALES OF JACKSONVILLE, INC. . . . . . 217 W. Union St., Jacksonville 1, Florida
CUMMINS DIESEL SALES & SERVICE OF NEW YORK, INC. . . . . . 1030-1044 Legett Ave., New York 55, New York

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly by

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GARDNER LAMSON, *Editor*

20 cents a copy $2.00 a year

Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes

VOL. XXVI JULY 1945 NO. 6

Adequate Tariff Rate Needed

DURING recent proceedings on the Trade Agreements Act which was voted a three-year extension, apparently nothing was inserted in the Congressional record regarding the need for increasing or even maintaining present tariffs on fishery products. Under the terms of this agreement, authority is granted to reduce tariffs up to 50 percent under the January 1945 level. Whether or not this authority will be exercised depends to a considerable extent on the arguments put forth by the industries concerned.

Before the war, the need for adequate tariff protection, particularly on North Atlantic varieties, was well realized. More recently, with demand far exceeding supply, the matter of foreign competition has no doubt become somewhat obscured.

In 1934 duties on fishery products represented 39% of the import value; now they are 23%. In 1939 U. S. fishery production had a value of 181 million dollars, and imports totaled 32 million. The U. S. Tariff Commission estimates that with duties as now, postwar production in the early 1950's would have a value of 335 million, with imports totaling 65 million. With duties 50% lower, it is estimated domestic postwar production would be 320 million and imports 73 million.

At the present time the cost of producing skinless cod fillets in Boston is 24c per pound. The same kind of fish are being sold in the Midwest by Canadian producers for 20c at a profit and with the payment of a 2½ cent duty. Thus they are underselling domestic producers by 6½ cents without allowing our producers any profit.

In commenting on competition from foreign fish, Wm. C. Herrington, New England area co-ordinator of OCF, stated:

"Our neighboring countries to the North and East, traditionally, are great fish producers. Nova Scotia produces annually over 200 million pounds of cod in addition to millions of pounds of haddock and other species; Newfoundland produces annually over 500 million pounds of cod and other species; while Iceland, Greenland, and other North Atlantic countries have produced and can produce billions of pounds of fish. In the past, much of their catch has been salted and disposed of in markets outside of the United States. Since the beginning of the war, these countries have greatly expanded their production of frozen fillets to feed England and other European populations deprived of their normal supply of fresh fish.

"With the restoration of the European fishing fleets after the European phase of the war is ended, this fish no longer will be needed in Europe and will be seeking new markets. Already increasing quantities are being diverted to this country. It is reasonable to expect that this trend will continue after the war and that these countries will seek to divert a considerable proportion of their total production to our markets as frozen fish. With their lower living costs and Government-assisted production, they can produce processed fish at prices which will demoralize our North Atlantic fishing industry and affect the fishing industry in other sections of the country."

No, sir—it's not our most popular one...

Seems, when it comes to the shape of an oyster knife, oystermen disagree. Some like a kinda plumpish handle, others a bluntish blade, and so on. So Briddell plays no favorites, makes several distinct styles. Together, they mean more Briddell knives in use than any other make.

Whether it's seafood tools for fishermen, or hand tools for the hardware trade, one thing Briddell workers never lose sight of: The tools they make are for other workers with a living to make. Maybe that's why the tools that come from down Crisfield-way are a bit better'n they might otherwise be. For more details ask your supplier.

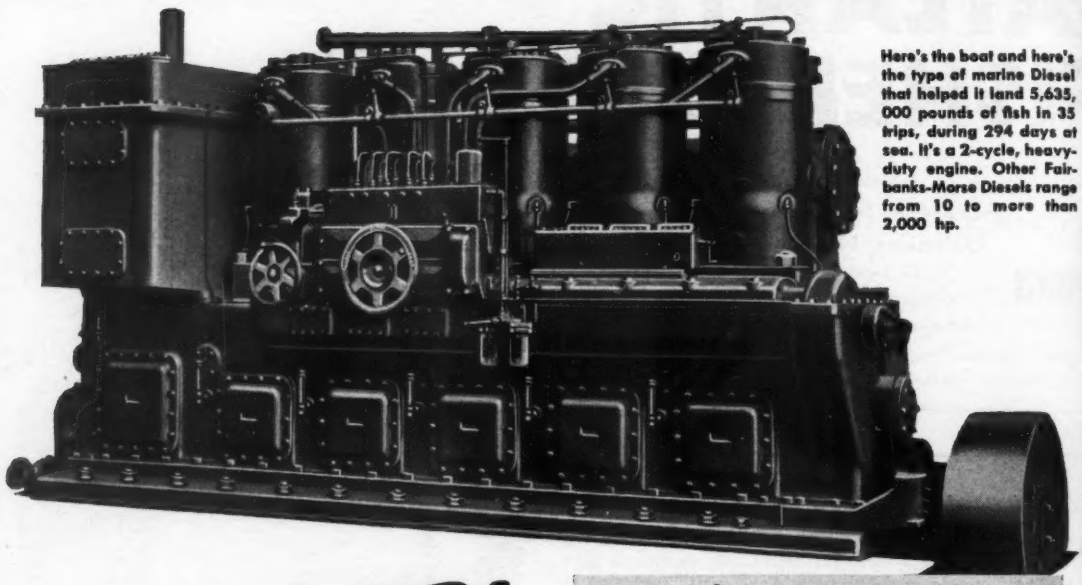
Flag awarded January 4, 1944 *Stars awarded June 24, 1944 and Jan. 13, 1945*

WARTIME MAKERS OF ROCKET PROJECTILES

KEEP ON BUYING WAR BONDS AND STAMPS

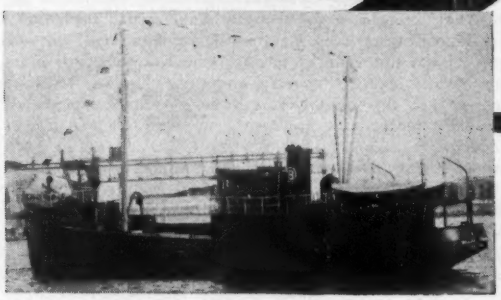
CHAS. D. BRIDDELL, INC.

Crisfield, Maryland • Craftsmen in Metal since 1895



Here's the boat and here's the type of marine Diesel that helped it land 5,635,000 pounds of fish in 35 trips, during 294 days at sea. It's a 2-cycle, heavy-duty engine. Other Fairbanks-Morse Diesels range from 10 to more than 2,000 hp.

DIESEL Helps Trawler O'Brien Snare Records



The trawler *William J. O'Brien* has earned an enviable record for large and valuable catches. Member of the Boston fishing fleet, which includes many record holders, the *O'Brien* depends on a Fairbanks-Morse 575-hp. Marine Diesel for her power.

And there's reason. Among men whose lives and income depend on their ship's power, Fairbanks-Morse is the preferred engine. Built to deliver power dependably and at low cost on just such tough, grueling jobs as a fishing run, it packs plenty of push with an extra reserve for any emergency.

That's what you need, and that's what you get if your boat is powered with a Fairbanks-Morse Marine Diesel. Regardless of your requirements, there's a Fairbanks-Morse engine built to do your job better. If you are going to buy, build, or convert, first write for information. Fairbanks, Morse & Co., Fairbanks-Morse Building, Chicago 5, Ill.

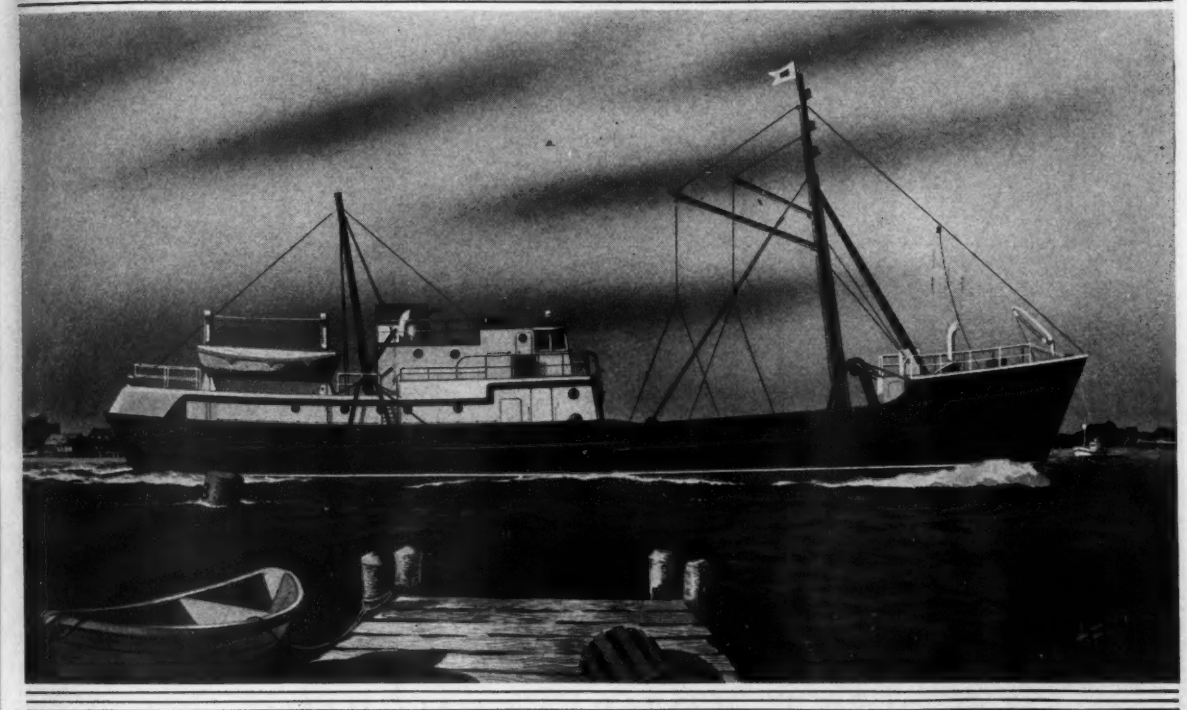
BUY MORE WAR BONDS

Fairbanks-Morse

A name worth remembering

Diesel Locomotives • Diesel Engines • Generators • Motors • Pumps • Scales
Magnetos • Stokers • Railroad Motor Cars and Standpipes • Farm Equipment

Wheeler presents a new 132′ all-welded steel trawler:



From the design boards of Colley-Maier, Inc.

A worthy addition to your fleet

The Wheeler 132′ trawler is easily maneuverable and exceptionally seaworthy under the most adverse North Atlantic weather conditions. Notable features include the speedy Maier-form hull with modern streamlining, the latest type of fish handling equipment, electric winch drive, and improved deck arrangement permitting easy access to all working areas. Correspondence with prospective owners, and inspection of trawlers now under construction, is invited. Operators wishing to purchase a vessel with minimum initial investment and balance arranged so that the vessel can pay its own way, are invited to ask about Wheeler's convenient **"PAYS ITS WAY PLAN."**

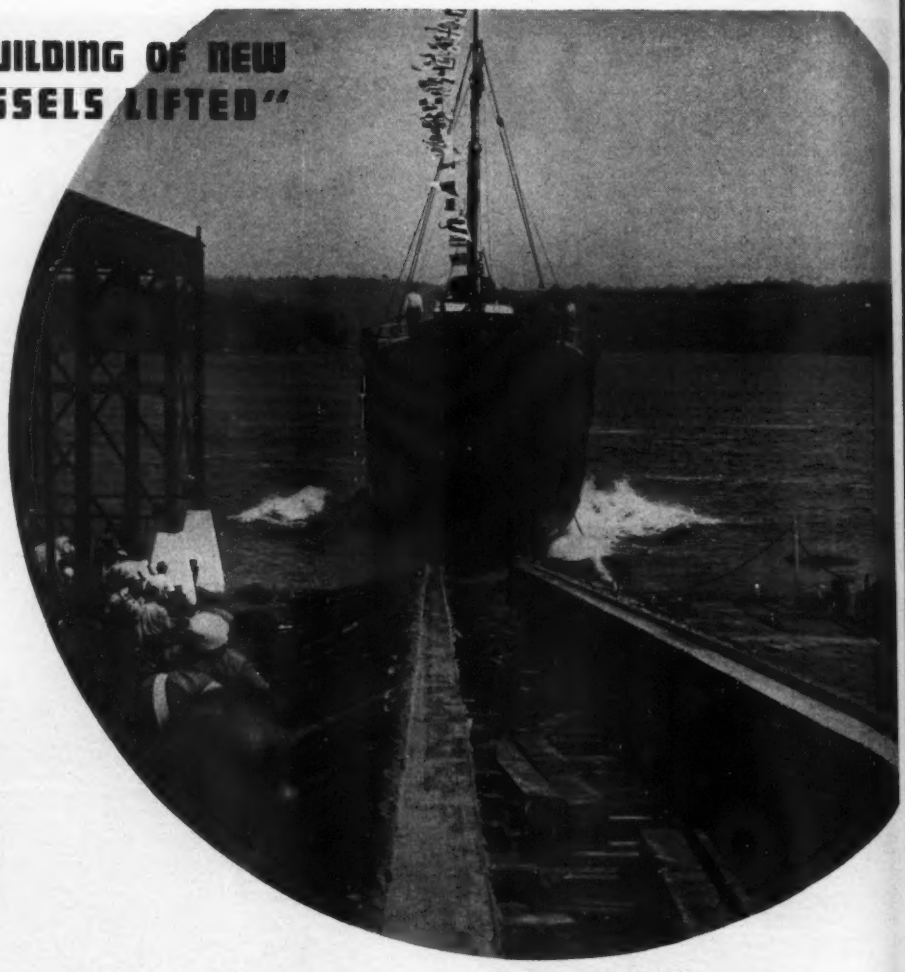
WHEELER
SHIPBUILDING
CORPORATION

REPAIRS

The efficient, modern facilities of the Wheeler plant at Whitestone, L. I., permit hauling of all types of vessels, steel or wood, up to 250′ for production line repair and reconditioning. Dockside repairs on ocean-going vessels up to 500′. Let Wheeler figure on your next repair or reconversion job!

FOOT OF 154TH STREET & EAST RIVER, WHITESTONE, L. I., NEW YORK CITY

"FREEZE ON BUILDING OF NEW FISHING VESSELS LIFTED"



TO MEET YOUR LAUNCHING DATE ORDER YOUR FATHOMETER *now*

REG. U. S. PAT. OFF.

The Office of the Coordinator of Fisheries recently announced that it has lifted the moratorium upon authorization for new fishing vessel construction.

While this ruling does not mean an immediate increase in the materials necessary to construct and equip a new boat, it is in line with the increasing general relaxation of controls on civilian production. It gives the tip-off to forward-thinking fishermen who will be quick to place their order for a Fathometer NOW, so that they will be sure to have it when their launching date arrives.

Because of our large war production, and the greatly increased demands of fishermen, we suggest you order your Fathometer for your new boat as soon as your plans are made. Then we can have your Fathometer installed before that important launching date.

FOR FURTHER INFORMATION ON FATHOMETER *write* DEPT. A-1

SUBMARINE SIGNAL COMPANY

160 STATE ST. BOSTON 9, MASS.

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The Sounding-Lead

Want Fish as Agricultural Product

SENATOR BREWSTER of Maine on June 28 introduced an amendment to the OPA Extension Act which would require, that for purposes of the Act, fish and other seafoods be considered as agricultural commodities. Thus the fisheries would be given the same advantages as those extended to agriculture and livestock over which the new Secretary of Agriculture Anderson will have final authority on price regulations. Approval in writing would be required by the Secretary before any OPA regulation, order or price schedule for fish or seafood could become effective.

A companion bill was introduced in the House by Congressman Fellows of Maine, and both bills were referred to the Committee on Banking and Currency.

Congressman Bates of Massachusetts in a recent House speech stated: "In the determination of the problems confronting the food requirements of this nation, fish should be considered in the same category as agricultural products."

F&WS To Have Portable Laboratories

THE Interior Department Appropriation Bill for the fiscal year 1946, approved by both houses of Congress, carries an appropriation of $2,912,700 for the Office of the Coordinator of Fisheries and the fishery divisions of the Fish and Wildlife Service, divided as follows: Coordinator's Office, $212,500; Fish and Wildlife Service, Division of Fishery Biology, $511,800; Division of Commercial Fisheries, $328,000; Market News Service, $105,700; Division of Game Fish and Hatcheries, $1,100,000; Division of Alaska Fisheries, $624,700; Maintenance of Fish Screens, $30,000.

The overall appropriation is $10,228 less than that for the previous year. The Coordinator's office funds have been cut by $78,000, while the Division of Commercial Fisheries is increased $10,460.

Appropriations for the Market News Service, increased $6,440, provide for the opening of two new offices, one at San Pedro; the other at Norfolk, to be opened during the summer.

Also included are funds for three portable or mobile laboratories which will move from one fishing center to another to investigate localized fishery problems. One will be assigned to the Pacific coast, one to the North Atlantic area, and the third to the South Atlantic and Gulf.

Fish Shortage Predicted

A SEVERE shortage of fish next winter is predicted by F & WS on the basis of current holdings of frozen fish, which on June 1 totaled only 40 million lbs. or 25 percent below average.

Holdings of fish in freezers and cold storage houses normally reach the lowest level of the year May 1, and thereafter begin to build up sharply to a peak in the late fall. These fish serve as a reserve supply for the winter season, when fishing operations are restricted by bad weather, and many species of fish are unavailable.

Holdings this year increased eight million lbs. between May 1 and June 1, but the normal increase during this period is about 13 million lbs. Last year about 70 million lbs. were in storage on June 1. Production generally is running ahead of last year's figures, but current market demand for fish is so heavy that little is left for freezing.

Whiting, mackerel, cod, and haddock all show sharp declines, and holdings of fresh-water fish are only about a sixth as large as last year.

Radio Restrictions Eased

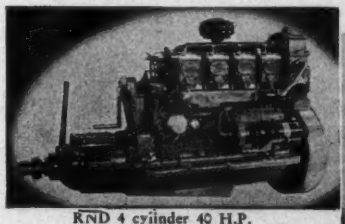
CERTAIN wartime restrictions on radio communications between commercial fishing vessels operating within the Eastern Sea Frontier have been lifted by the Navy.

Henceforth, voice radio transmission may be used, but it is stipulated that the messages be confined to essential ship's

MORE TIME FOR FISHING

The unusual accessibility of the PALMER Diesel has a dollar and cents value to the boatman. The less time a vessel is tied up for engine work the more time for on-the-water, making money. In designing the PALMER Diesel, we have kept this idea constantly in mind. Valves can be removed without disturbing the cylinder heads. Large hand-hole plates give access to all working parts. Cleanout plates are provided on all water jackets. In short, the engine is designed for speed of service and convenience. You will be surprised at the many common sense features found in the PALMER. Write for literature.

PALMER BROS. ENGINES, INC., COS COB, CONN.



RND 4 cylinder 40 H.P.
RND 6 cylinder 60 H.P.
For marine use and stationary

RND 1 cylinder 9 H.P.
For stationary use only

Palmer also builds gasoline engines ranging from 2 H.P. to 150 H.P. for marine use.

PALMER DIESELS

THE FISHERMAN'S FRIEND FOR FIFTY YEARS

You Can't Sail A Boat On Super-Sonic Waves

Thanks to war-time developments in electronics, the boats of the future will have amazingly accurate instruments for navigation and communication. Likewise, new power-plants, synthetics, impregnated woods, plastic paints, novel methods of construction . . . will undoubtedly make boats more economical to build and operate.

All of which is to the good. Our first-hand experience with war-time instrumentation and materials, plus our continuous study of postwar possibilities, convinces us of that.

But we have an idea that old fashioned "know how" in boat building—the kind of craftsmanship and experience that our key-men have acquired over many years on all types of boats is still going to be Number One in importance.

Let's get together and talk over your plans. We're ready . . .

FRANK L. SAMPLE, JR., Inc.

Shipbuilders

BOOTHBAY HARBOR, MAINE

Complete Modern Facilities for Designing, Building, Storing and Reconditioning Yachts and Commercial Vessels up to 200 Feet

business and that the regulations normally imposed by the Federal Communications Commission remain in force.

The Eastern Sea Frontier comprises a 250 to 300-mile wide belt of the Atlantic extending from a point off the Canadian border south to a point east of Jacksonville, Fla.

Surplus Property Disposal Procedure

SPECIAL offices and procedures have been set up to handle the disposal of surplus Government property. Ships and maritime property are being disposed of by the U. S. Maritime Commission and the War Shipping Administration. The Maritime Commission, which handles all marine property except vessels over 30 feet in length, publishes lists of surplus property at intervals of about ten days. Requests for information on such property should be addressed to Chief, Materials Disposal Section, Contract and Surplus Materials Division, U. S. Maritime Commission, Washington 25, D. C. Inquiry about vessels over 30 feet in length, 1,000 tons and under, should go to the Division of Small Vessels, Procurement and Disposal, War Shipping Administration, Washington 25, D. C.

Request forms on which prospective buyers may list classes of property in which they are interested, may be secured from OCF Area Coordinators or Fishery Market News Offices.

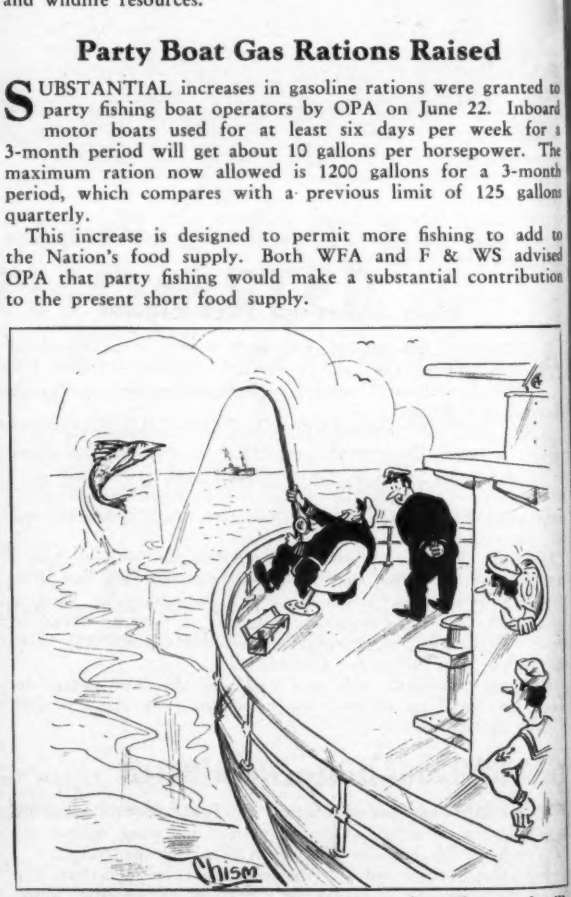
Form Office of Foreign Activities

DR. IRA N. GABRIELSON, Director of the Fish and Wildlife Service, has announced the establishment within the Service of an Office of Foreign Activities headed by Dr. Hilary J. Deason, Special Assistant to the Director. The new office will direct all activities of the Service which are of an international character, and will maintain close contact with the State Department and other Federal departments or agencies whose activities in foreign countries are related to the fishery and wildlife resources.

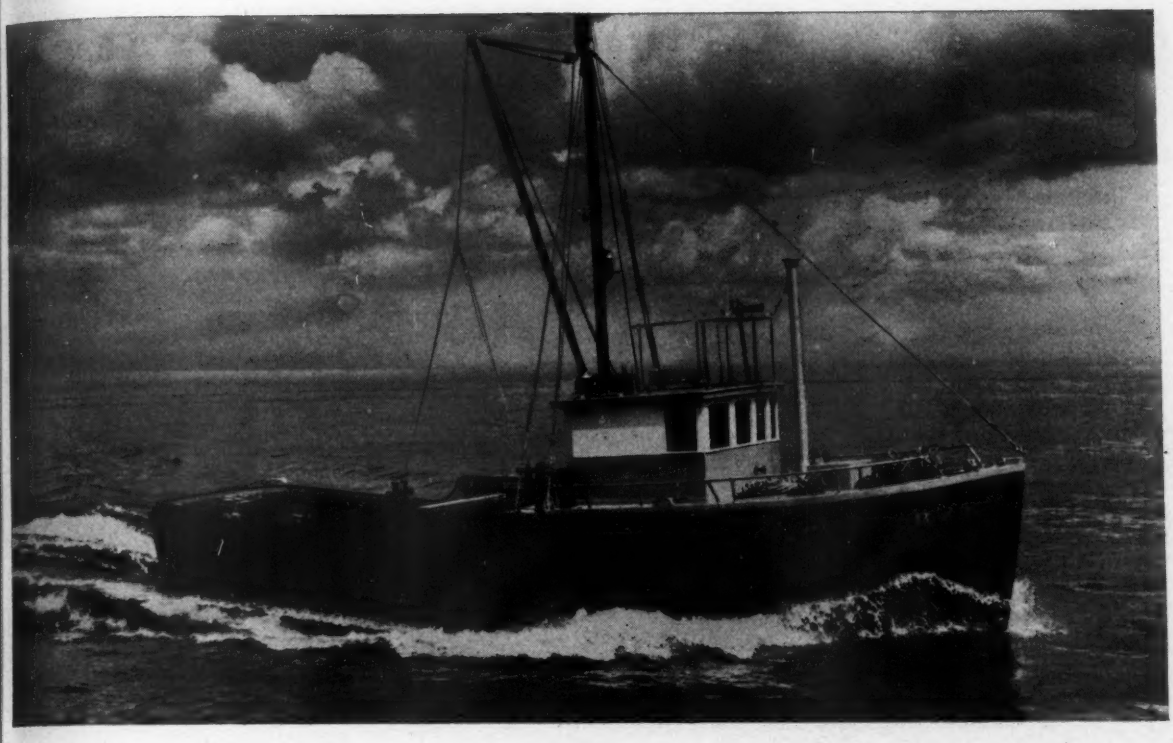
Party Boat Gas Rations Raised

SUBSTANTIAL increases in gasoline rations were granted to party fishing boat operators by OPA on June 22. Inboard motor boats used for at least six days per week for a 3-month period will get about 10 gallons per horsepower. The maximum ration now allowed is 1200 gallons for a 3-month period, which compares with a previous limit of 125 gallons quarterly.

This increase is designed to permit more fishing to add to the Nation's food supply. Both WFA and F & WS advised OPA that party fishing would make a substantial contribution to the present short food supply.



"Splendid weather for it, sir; they're certainly striking today!"



In fishing business since 1909 . . . especially commends Chrysler Engine Performance

The A.R.B. Packing Company, Seattle, with A. R. Brueger as President, directs 37 fishing vessels and buys fish from independent operators of 25 other boats. The fleet includes purse seiners, trollers and gill net craft.

In addition, Mr. Brueger operates fresh fish stations at Cape Pole on Kosciusko Island. Wrangell is the operating base of his interests in these northern waters and Cape Pole is 70 miles west of Wrangell on the outer shore. The first shore station on that island for halibut and coho and spring salmon was established at the Cape by Mr. Brueger in 1927.

In the fishing business himself since 1909, actively operating a fleet of his own for the past 10 years, and having used all types of marine engines for 20 years, Mr. Brueger commends the performance of the Chrysler Marine Engine, which he began buying in 1940.

"We bought and installed 20 Chrysler engines of all types and sizes in one year," says Mr. Brueger. "We find these engines extremely economical, efficient and durable.

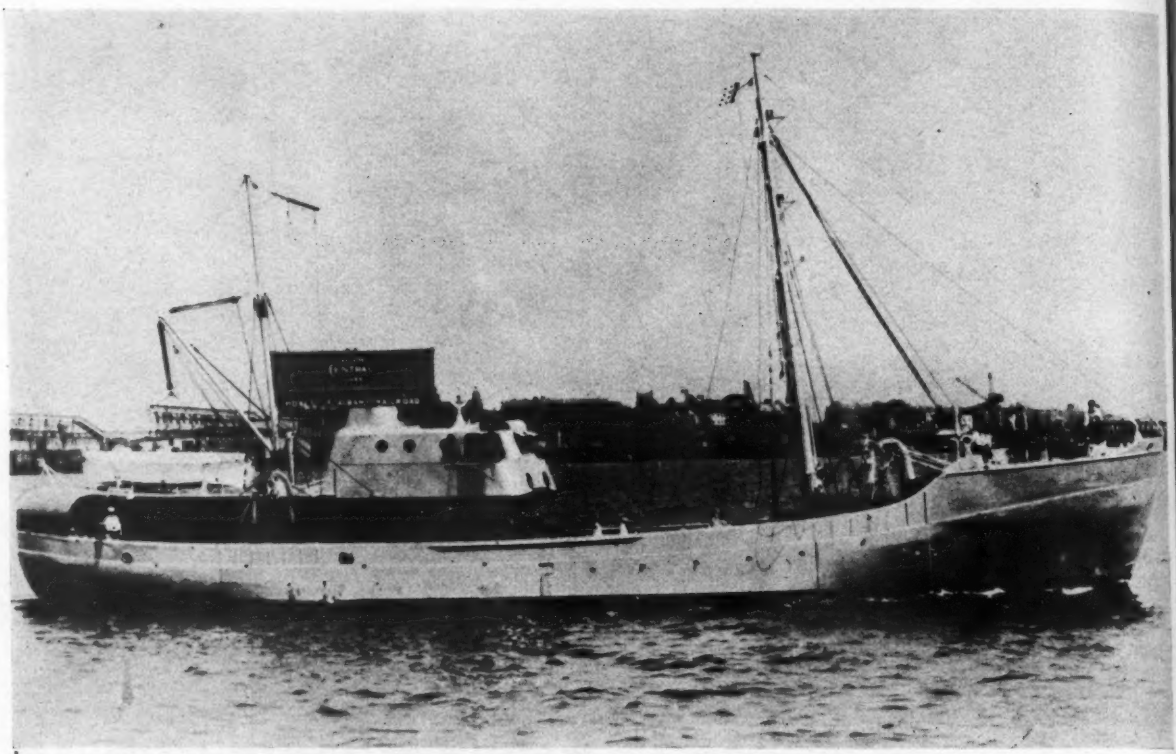
"They give uniformly good service. Each is a reliable piece of machinery. We never expect engine trouble through the year; our port engineer in Seattle supervises a service overhaul in our own shops each spring.

"The number of Chrysler engines we have purchased, and their successful performance, give the best evidence I know of their efficiency and economy."

CHRYSLER MARINE ENGINES

ACE ROYAL CROWN DIESEL
80 to 141 Maximum Brake Horsepower

The dependability of the Chrysler Marine Engine is vital to any boat or fleet owner. Consult the nearest Chrysler Marine Engine dealer now. He's near you to help you.



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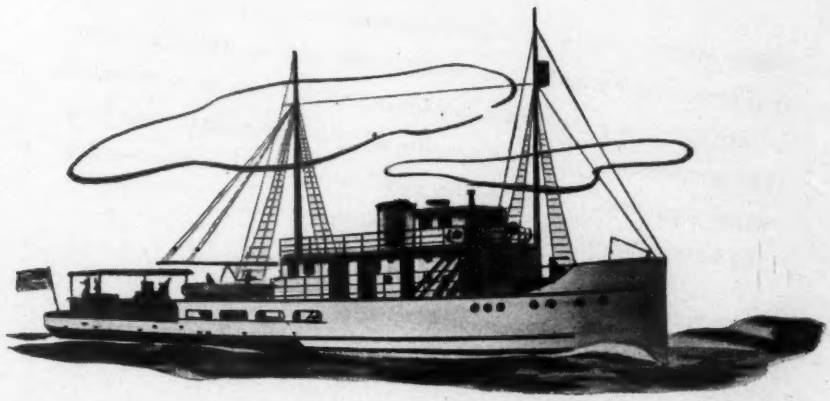
Horse sense about Horsepower



Common, ordinary horse sense tells us that worn cylinders mean lost horsepower . . . and horsepower costs money.

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Van der Horst discovered a method of bonding a thick layer of chromium to the cast iron of the cylinder bore and then giving it a "porosity treatment". Everybody knows that chromium resists corrosion and that it is almost as hard as diamonds. But the unusual feature of Van der Horst's PORUS-KROME is the porous nature of its surface.

PORUS-KROME has thousands of tiny pores or channels in its surface . . . so tiny you can't see them with the naked eye. They act as reservoirs, holding lubricating oil and feeding it back to the surface as needed. Not only does PORUS-KROME make cylinder walls last longer, but it also multiplies the life of the conventional rings 3 to 5 times.

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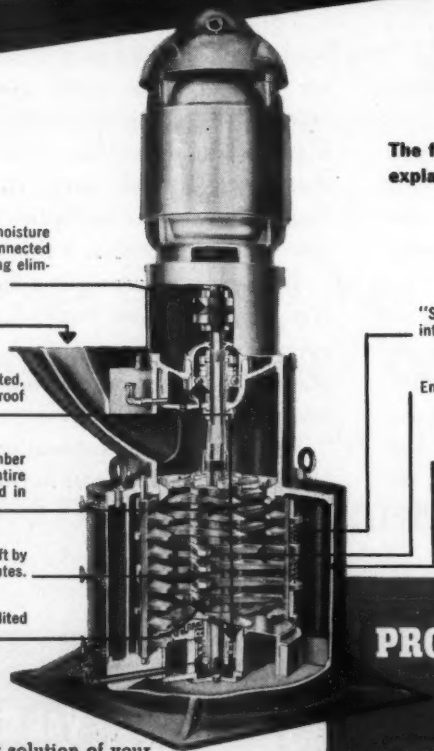
QUIET, VIBRATIONLESS OPERATION . . . Vertical construction permits even load over entire rotor.

FLEXIBILITY . . . You can use any one of nine interchangeable rotor assemblies to meet conditions . . . change screens to various degrees of fineness.



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Hammers locked on solid steel shaft by locking rings are changed in minutes.

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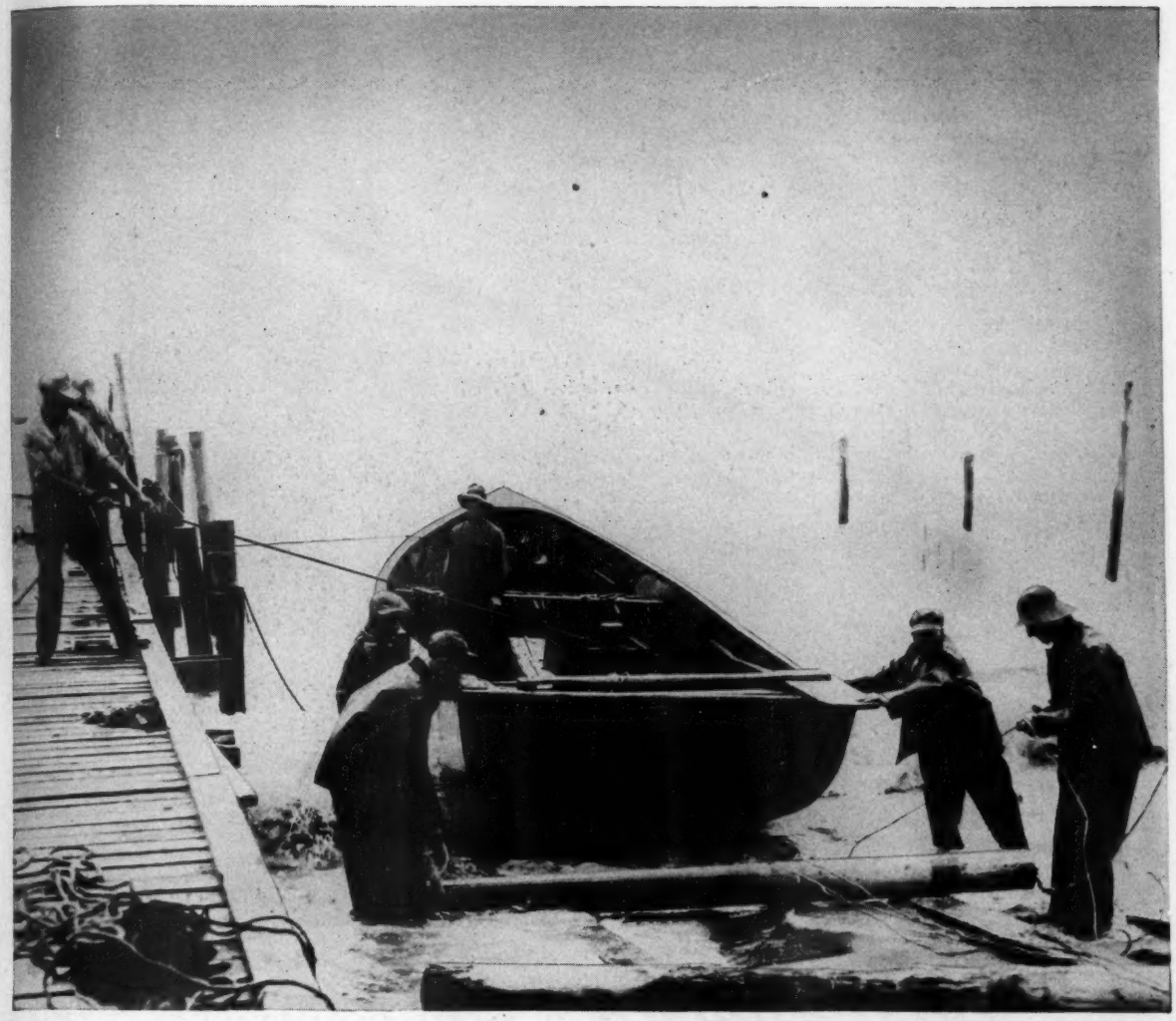

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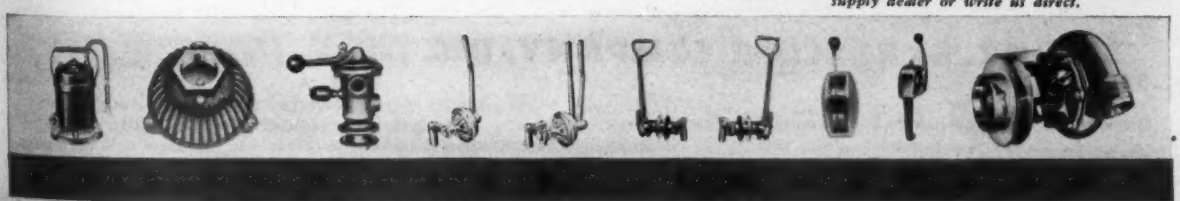

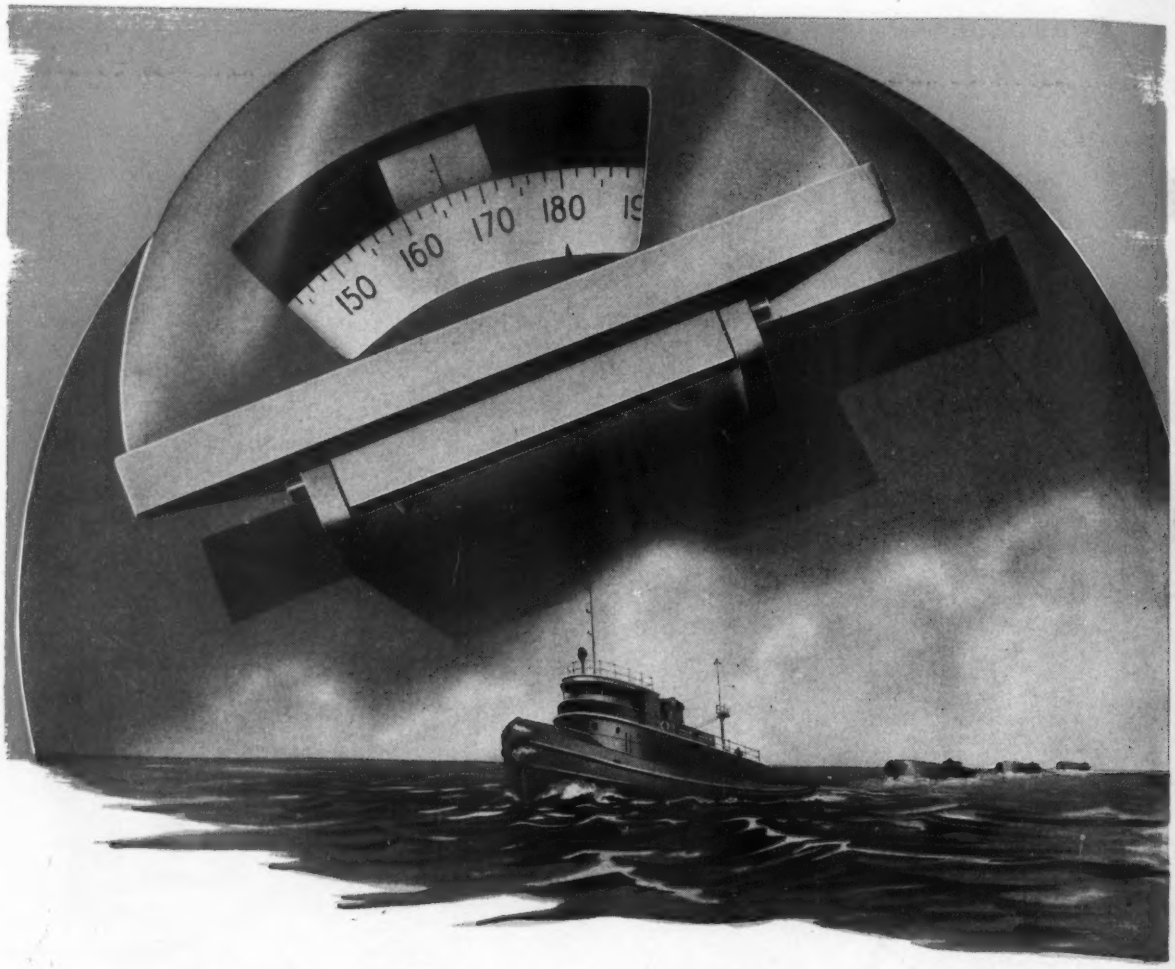

Introducing a new compass for small vessels

HERE at last is a navigation instrument for vessels requiring something better than a magnetic compass . . . vessels where space, weight, and power limitations make it impracticable to use the Gyro-Compass.

Sperry announces the Gyro-Magnetic Compass, designed particularly for small craft: fishing boats, seagoing tugs, towboats, barges, work boats, yachts, and ferries.

The Sperry Gyro-Magnetic Compass is a remotely located magnetic compass from which gyro-stabilized indications are transmitted to conveniently located repeaters.

The magnetic compass unit can be located where magnetic disturbances are at a minimum. This solves many of the serious deviation difficulties inherent in the magnetic compass.

Also, its gyro-stabilized indications as shown on the repeater compass are steady . . . regardless of the vessel's rolling and pitching.

The Gyro-Magnetic Compass can, in addition, be used to control automatic steering.

Subject to government priorities, this equipment will be available commercially toward the end of the year. Write our Marine Department for further information.

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Washington Report

By Fred Lardner

Price Control for South, Great Lakes

FOLLOWING conferences in Washington the second week of this month with the Southern industry advisory committee of producers and distributors, OPA is reported to be ready to extend price control to cover Southern varieties of fish. It also is planned to adjust the number of marketing sizes of shrimp in the price ceiling schedule for this species.

Another session was held by OPA with the Chicago fish advisory committee, and plans were announced to bring Great Lakes fish under price control in four to six weeks.

A study of Chesapeake Bay species now is being made by OPA with the object of placing fish in this area under price control.

Jackson To Manage Fisheries Institute

CHARLES E. JACKSON, Assistant Director of the Fish and Wildlife Service and Assistant Deputy Coordinator of Fisheries, has resigned from these positions, effective August 31, to become General Manager of the National Fisheries Institute, Inc.

Mr. Jackson was appointed Deputy Commissioner of the Bureau of Fisheries in 1933 and was appointed Assistant Director of the Fish and Wildlife Service in 1940. Previously he had served eleven years as secretary to the late Senator Ellison D. Smith of South Carolina, as clerk of the Senate Committee on Interstate Commerce, and as clerk of the committee on Agriculture. He represents the United States as a member of both the International Pacific Salmon Fisheries Commission and the International Fisheries Commission.

Mr. Jackson will be succeeded by Milton C. James, present Chief of the Service's Division of Game-Fish and Hatcheries, and Coordination Officer, Office of the Coordinator of Fisheries. Mr. James has been a member of the staff of the Fish and Wildlife Service and of the predecessor Bureau of Fisheries for 22 years.

The Executive Committee of the National Fisheries Institute Inc., held its first meeting in Washington, D. C., July 10.

Jerome Kiselik, Flagg Fish Company, and John Matthews, Chesebro and Robbins, Fulton Market, New York, were elected directors of the Institute. Mr. Kiselik was elected a member of the Executive Committee.

Plans were made for a concerted membership drive. A goal of $100,000 has been set; $50,000 of which is to be paid in by September 1, and the balance by December 31. Funds over and above the minimum amount of dues required will be solicited. The Board of Directors is to serve as the Membership Committee, and each director has been asked to submit a list of all producers, processors, distributors, and canners within his area.

It was decided that the present by-laws were only tentative and many amendments would have to be made between now and the next annual meeting, May, 1946. A plan to alternate meetings of the Executive Committee between various cities was adopted.

FTC Finds Wholesalers Need Boats

THE wholesaler who doesn't own or control a boat in the New England fisheries is practically "on the way out," the Federal Trade Commission says in a report on its investigation of New England fisheries.

The FTC made its investigation at the request of the Coordinator of Fisheries. Field work was conducted from May 8 through June 30, 1944, a surprisingly short time in which to uncover the many faults and shady practices FTC alleges it uncovered.

The boat ownership war was first uncovered in Boston. There OPA ceiling prices ex-vessel practically suspended the normal auction market functions of the New England Exchange and limited its function to settling for each boat load unloaded at the Exchange Pier on the basis of a sales ticket showing at ceiling price handed by the boat captain to the buyer of his choice. Boston wholesalers who control the boats naturally got first choice of the trips of all controlled boats, and those not controlling boats complained bitterly that they got only such fish of low grade, or such quantities of fish of first grade, that the controlling wholesalers did not want.

The result, FTC says, is that smaller wholesalers who have hitherto taken no direct interest in boats now seek to establish control through purchase of shares, charters, or secret payment of "black market" premiums to independent boat owners or captains to assure the handing of sales tickets to them at the daily exchange sessions.

In other New England markets, where there is no organized exchange, sales ex-vessel normally are matters between the captains and the wholesalers making the best offers. Throughout this area the situation is much the same so far as wholesalers seeking control of boats is concerned, FTC maintains. In Gloucester and New Bedford, however, a substantial number of new wholesalers has entered the business, and landings are divided between them and wholesalers previously in operation.

The control of boat landings by ownership or other means has been so important a factor in enabling the new concerns to make inroads on the volume of business formerly done by older concerns, that the latter are now being forced to defend their position by taking similar steps, and buying shares in or otherwise obtaining control of boats.

Study of Fishing Boat Food Rations

RECENTLY OPA issued instructions to its field offices that they could grant extra ration allotments to floating craft, including fishing boats.

If fishermen are wholly dependent on their galleys, can't obtain additional unrationed foods, they are entitled to: (1) One-fifth pound of sugar per man per day. (2) Twenty-six processed food points per man per day. (3) Five and four-fifths red points per man per day.

These allotments compare favorably with diet needs of the heaviest workers, according to an OPA spokesman.

If the boats can't meet these tests, the fishermen get .2 pounds of sugar, 3.2 processed food points, and 4.8 red points per day.

There are various conditions which must be proven in application for these larger allotments. An "isolationist showing" must be made; that is, the boat operator must show his crew is removed for periods from sources of foods. If a floating craft operates less than 12 hours per day, the amounts are reduced by 50 percent. If there is no bakery on a vessel, fishermen are entitled to more points.

Upon questioning, an OPA official connected with in-plant feeding recently said that fishermen get sufficient points, but buy too many high-point foods; that they eat up everything on board at the end of a trip. His tone rather belittled the fishermen's needs.

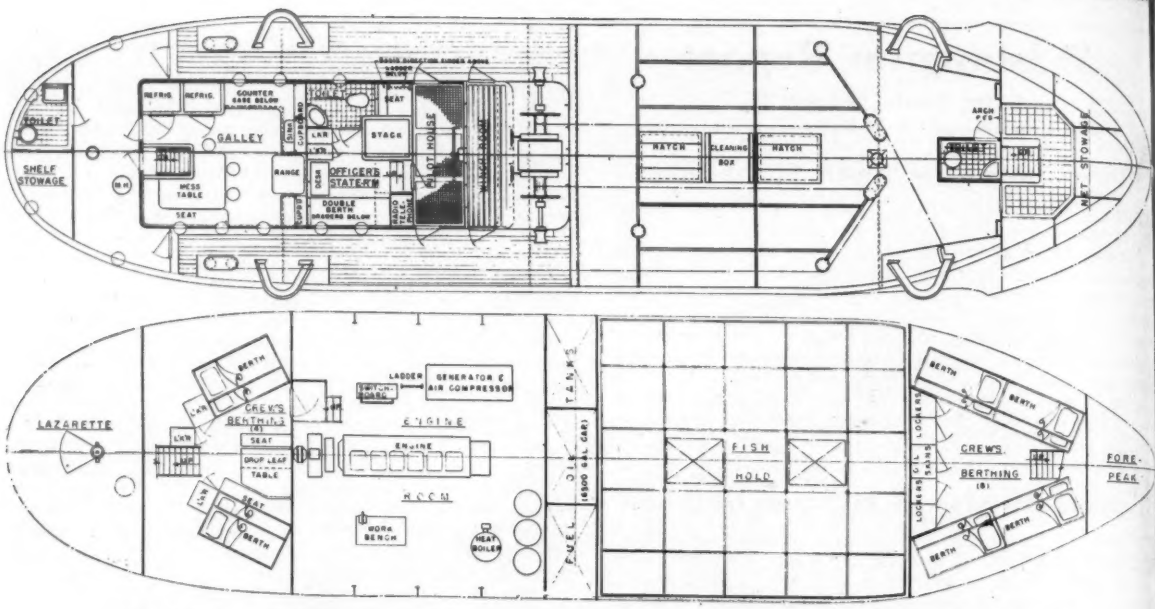
A survey made by the National Research Council at the investigation of WFA, of food purchases for fishing vessels of the Northeast region in November, 1943, indicates that the average daily caloric value of food supplied was about 5,400 calories.

A survey of certain vessels showed that Yankee fishermen eat 3.7 pounds of food per man per day; English-Scotch, 5.4 pounds; Italian, 5.1 pounds; Icelandic, 4.9 pounds; and Portuguese, 4.7 pounds.

This diet was described as adequate. However, the November 1943 purchases were based on meat and fat ration points ranging from 5.5 to 15.8 points per man per day, and from 1.9 to 4.7 processed food points. This is considerably below the best OPA now promises.

New Import Quotas For Salted Fish

IN order to assure equitable distribution among importers of the total supply of salted fish allocated to the United States by the Combined Food Board, the Agriculture Department has amended War Food Order 72 to provide quotas for the 1945 pack of salted fish from Canada and Newfoundland. Quotas will be 60 percent of the quantity each imported from Canada in 1942, and 65 percent of the combined quantity each imported in 1942 from Newfoundland and Iceland.



92′ Steel Dragger Design Has Trawler Features

STURGEON Bay Shipbuilding and Dry Dock Company, with plant at Sturgeon Bay, Wisconsin, and Boston office at 148 State St., have designed a new type of welded steel dragger. The first of the new boats, now under construction for Lester T. Vickers and John R. Nakash of Boston.

In the original design, the use of conventional hull form on a length of 90′ was contemplated. However, after consultation with Maierform of America, it was decided to use the 92′6″ overall length to take advantage of the principles embodied in the Maierform hull.

The boat has a beam of 21′9″, a 10′ extreme draft and 10′9″ depth moulded. Length between perpendiculars is 81′. The fish hold is 24′ long and has capacity for 185,000 lbs.

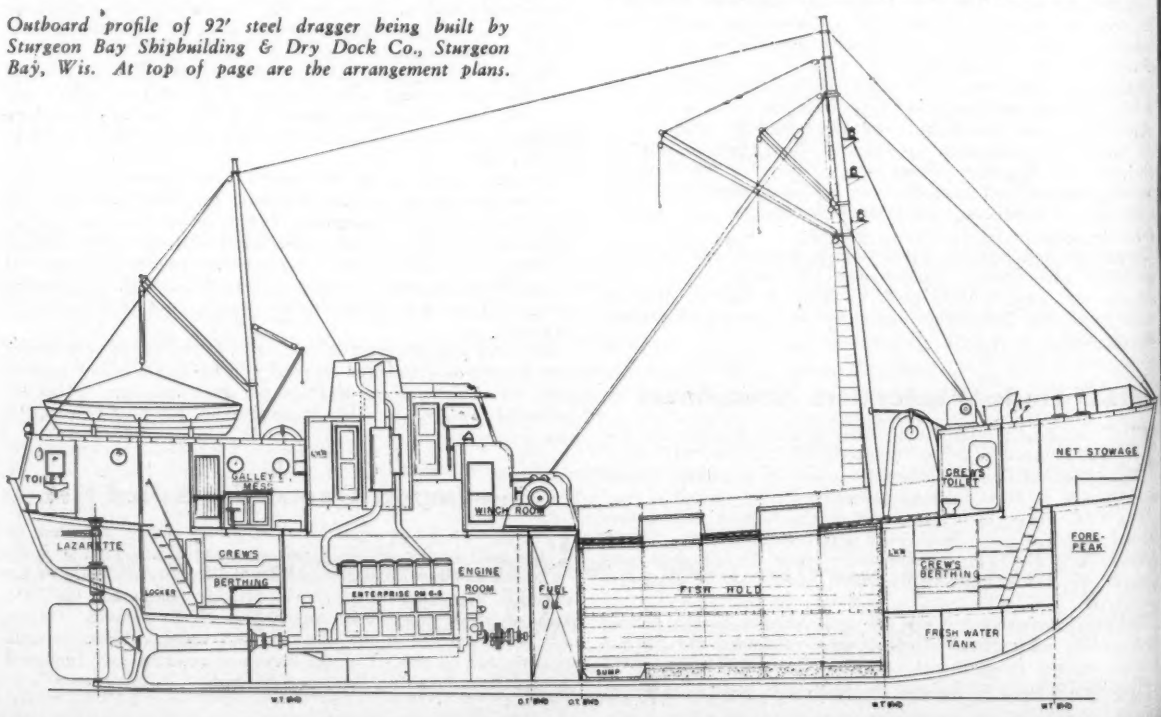
In developing this design, which meets A. B. S. specifications, the builders have made an effort to incorporate many features not normally found in vessels of this size, but only present in trawlers well over 100′ long. One of these features is the horsepower of the main engine which is 400 hp. and represents somewhat larger than usual powering for a boat of this type.

The qualities of Maierform design in providing a safe, able and dry boat under adverse weather conditions should guarantee an enviable ship for her crew when operating in the North Atlantic during the winter.

The trawler will carry a crew of fourteen men including the captain. All quarters are below decks with the exception of the stateroom aft of the wheel house.

In order to have the boat suitable for rigorous fishing activity and at the same time require as little attention as possible, it was decided that arrangements of fuel, water tanks, fish hold and other spaces should be the simplest possible to avoid the

Outboard profile of 92′ steel dragger being built by Sturgeon Bay Shipbuilding & Dry Dock Co., Sturgeon Bay, Wis. At top of page are the arrangement plans.



How To Stretch Battery Life on Fishing Boats

By A. E. Harrold*

VE DAY has not noticeably altered a tight civilian battery situation. The demands for batteries by our armed forces are still great. These demands can and will be met, but civilian battery users must continue to co-operate by conserving their batteries to the utmost possible degree.

Fortunately, a battery will respond to proper preventive service. The time devoted to such service pays dividends, not only in patriotic conservation of materials, but also on the owner's battery investment itself. Proper battery care involves very little time or effort, and it does increase battery life if begun soon enough and continued regularly. The following condensed suggestions for battery care, if conscientiously followed, will help stretch battery life.

Mechanical Maintenance

Keep battery tops clean. Any accumulation of dust or grime on battery covers collects and holds moisture, spreads electrolyte seepage and permits leakage of electric current. Neutralize any electrolyte spilled on covers and containers by wiping off with a cloth dampened in a weak soda or ammonia solution. Do not permit any of the cleaning solution to enter the battery cells.

Keep terminals clean. To retard terminal corrosion, first clean terminals and battery posts with a stiff wire brush, then apply a light coating of vaseline to the cleaned surfaces. Badly corroded terminals should be replaced.

Replace corroded or worn cables. Corroded, worn or undersize cables increase voltage drop, resulting in reduced battery performance. In some cases complete electrical break-down follows severe cable corrosion or other cable deficiencies.

Keep battery hold-downs tight. Not *too* tight, but secure. Keep bolt connectors tight. Thirty days after a new installation, and at least every four to six months thereafter, check all connections. Loose contacts cause excessive voltage drop. They also may cause explosions, by sparking and igniting explosive vapors given off by the battery while on charge.

Keep all seals tight. Leakage of electrolyte through cracks in sealing compound may cause many battery ills. Remedy by re-sealing or flaming.

Maintain proper electrolyte level. When the level falls below that recommended by the battery manufacturer, add distilled or other approved water. Water should be added to the correct level at the beginning of a charge so that gassing will thoroughly mix it with the electrolyte. This is especially necessary in cold weather to prevent freezing if the battery is exposed to low temperatures.

Don't overfill. Overfilling causes excessive acid spray and consequent dangerous corrosion. Replace vent plugs after each filling operation. Never add acid except after definite leakage or spillage — and then only with the advice of a trained battery expert.

Electrical Maintenance

Charging. Batteries in cycling service should be recharged only at rates recommended by the battery manufacturer. The charge should be continued until the specific gravity of the electrolyte is within 10 points of its maximum full charge point. Every fifth charge, continue until the maximum full charge point is reached.

Overcharging, usually first apparent through excessive water consumption—should be carefully avoided. Overcharging causes disintegration of positive grids, loss of active plate material, overheating and damage to separators.

Undercharging, on the other hand, is also to be avoided. Undercharging may soon result in hardening of plates and progressive loss of capacity.

Either overcharging or undercharging may result in buckling of grids and consequent pinching of separators, causing a short-circuited cell. Do not allow batteries to remain long in a discharged condition. The resulting sulphation of plates, if too long continued, will ruin the battery completely.

Batteries floated across a generator receive their charging current at automatically varying rates, depending upon the voltage maintained at the generator or bus bars, and upon the load on the electrical system. In marine service, the proper floating voltage will ordinarily be between 2.20 and 2.35 volts per cell. The correct voltage setting for any given installation is found by trial. It will be the lowest voltage that will just barely maintain the specific gravity of the electrolyte at its full charge point. A voltage setting that is too high will corrode the positive grids and materially shorten battery life. A voltage setting that is too low will soon bring on the troubles caused by undercharging.

Electrolyte testing. Hydrometer readings of the electrolyte in all battery cells should be taken at regular monthly intervals and recorded for future reference. A specific gravity reading which shows one cell considerably lower in specific gravity than the others—particularly if successive readings show the difference to be increasing—should be the signal for immediate investigation and attention. This does not mean that all cells should always read exactly alike. Variation between cells of 10 to 15 points in specific gravity readings is permissible.

Always remember to correct hydrometer readings for temperature. If the temperature of the electrolyte is above 80° F, add 2 points (.002) to the hydrometer reading for each 5 degrees of excess temperature over 80° F. If the temperature is below 80° F, subtract 2 points for each 5 degrees under 80° F.

If specific gravity readings are taken in one "pilot cell" of a battery, the pilot cell should be changed every 3 months. Otherwise there might eventually be too much loss of electrolyte from the one cell through spillage during hydrometer readings.

The full charge specific gravity of a battery, as determined by its manufacturer, may vary for any individual battery type depending upon the kind of service in which the battery is to be used. The usual values are 1.220, 1.250 and 1.285 to 1.300. A battery cannot give satisfactory service unless it is operated at the proper specific gravity for which it was designed.

Never Use Battery Dopes. A good storage battery, properly maintained, will probably give you longer service than you expect. A carelessly treated battery may quit on you any time. Stretching battery life means time, trouble and money saved—and it will help make more batteries available for essential war needs.

* National Service Manager, Willard Storage Battery Co.

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necessity for rehandling of fuel and water to maintain trim in the boat.

The three fuel tanks, holding 6500 gallons, are placed thwartships directly aft of the hold, where the consumption of fuel can counterbalance the addition of fish in the hold. Piping is arranged so that fuel can be drawn from any tank in order to provide proper trim in relation to towing operations. Having the tanks in this location gives considerable extra space either side of the main engine.

Construction is of the most modern type in which consideration has been given to making the portions of the boat subject to the greatest abuse, the strongest points. These include portions of the hull that are occasionally subjected to striking by the doors, wearing and rubbing by the trawl wire, and the foundations for quarter blocks, deck fair leads and gallows frames.

Engine room equipment comprises a DMG6 Enterprise Diesel main engine, developing 400 hp. at 400 rpm., of direct reversible, fresh water cooled type, having a sailing clutch and a power take-off on the forward end to drive the trawl winch. Also located in the engine room is a 16 hp., 2 cylinder Diesel auxiliary plant, driving a 10 kw. generator, air compressor and centrifugal pump. Attached to the tail shaft is a belt driven, variable speed, reversible 10 kw. generator. Ships service batteries are 115 volt, 200 ampere hour capacity.

There also will be installed in the engine room a 3 hp. electric fish wash and fire pump, a separate motor driven bilge pump, and sanitary water automatic pressure systems. In addition to the various small hand pumps, there is an auxiliary fuel pump for handling fuel in the vessel. A heating boiler employing the two pipe steam system, is located in the engine room and supplies heat for the entire boat. A 2000 gallon fresh water tank is located under the fo'c's'le floor.

Fishing equipment will include a New England Trawler Equipment Co. Model WD700 winch, driven off the main engine, and having a capacity of 400 fathoms of 13/16" diameter wire.

British Experiments on Cultivation of Sea Fish

Conducted on Coast of Scotland

SEA fish is the only important item of human food which is still almost entirely obtained by hunting. The bulk of all other animal and vegetable foods is secured by methods of deliberate culture and control, which have increased yields per acre of land immeasurably above those possible when Man depended on the chase for his livelihood.

For this reason, much interest has been aroused by the experiments in fish culture now being carried out on the west coast of Scotland by Dr. Gross of the University of Edinburgh and some of the staff of the Millport Marine Biological Station in collaboration with Imperial Chemical Industries. The object of this work is to see whether by methods analogous to those of agriculture, the production of food from the sea may be materially increased.

The possibility of applying such methods to sea fish on a large scale has not previously been the subject of serious experiment, and at first sight the prospects of success appear rather slender. Nevertheless, the results so far obtained have been encouraging, and suggest that the idea is not so fantastic as it seems.

Every spawning fish produces many hundreds of thousands of eggs, and yet the fish population shows no marked tendency to increase. While this is no doubt in large measure due to the predatory habits of marine life, including the fish themselves, there is good ground for believing that the fundamental limitation on the fish population is shortage of food.

On land the whole basis of life is the green plant which derives its energy from the sun; all farming operations ultimately depend on it. Likewise, in the sea all life derives from plants which are able by means of solar energy to build up their substance from inorganic matter. There is, however, this difference, that whereas on land the important plants are those growing in the soil, in the sea the bottom-growing seaweeds are of little importance in the building up of food.

In the sea the place of pasture land is taken by microscopic plants which float and multiply in the upper layers of water. All life in the sea depends on these minute organisms—the phytoplankton. They are first devoured by minute animals of similar size—the zooplankton, and these in turn by young fish, worms, crustaceans and all the small swimming animals. These in their turn are eaten by larger fish, crustaceans, and molluscs. Thus the fish of marketable size depends on the phytoplankton not directly but at third, fourth or even fifth-hand. Just as the output of animal food on land is directly dependent on the availability of grass and other fodder crops, so, though less directly, the number of fish depends on the abundance of phytoplankton.

The phytoplankton do not multiply indefinitely. In winter they are few in number because of inadequate sunlight and too low temperature; in spring there is a sudden rise in numbers but with the onset of warm weather when we should expect them to be particularly abundant they diminish, and all through the summer the supply of this basic sea food is low. Finally, in the autumn, there is another period of increase which falls away again with the onset of winter.

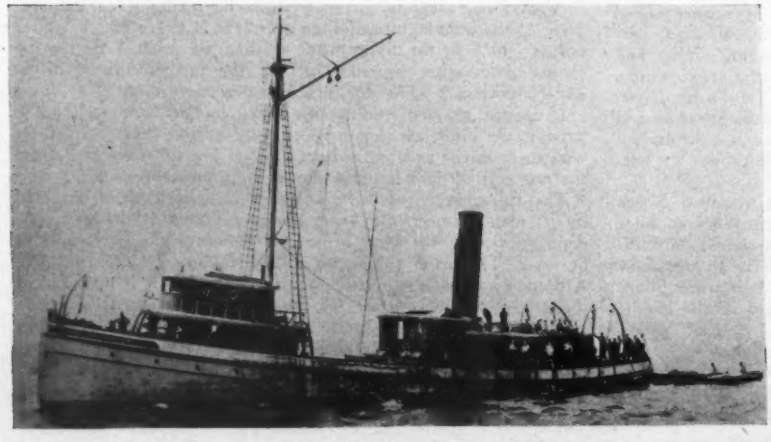
The reason for the diminished activity in summer, when conditions appear to be most favorable, has been shown to be a shortage of the essential plant foods, nitrogen and phosphorus. If, therefore, we could fertilize the sea as the farmer fertilizes the land we might, during the summer months, secure an abundant growth of phytoplankton which would lead to a corresponding increase in the animal population of all sizes, culminating in fish of marketable size. It is at least possible that by such means the food productivity of an acre of sea might be increased until it equalled or even surpassed that of an acre of land.

Dr. Gross and his helpers began experimental work in 1942. It was of course desirable to select an area of sea which could be isolated at will, not only to prevent the escape of fish from the area but also to prevent loss of fertilized water and to hinder access of large predatory fish. A suitable area was found in Loch Craiglin, which lies at the north end of Loch Sween on the west coast of Scotland, and is connected to the latter loch by a narrow artificial channel which could be dammed off to provide an enclosed experimental area. Of the three main fertilizing elements necessary for plant growth, potassium is already sufficiently abundant in the sea so that only nitrogen and phosphorus have to be added. The loch was therefore fertilized from March 1942 onwards with sodium nitrate and superphosphate. Considerable numbers of plaice and small flounders were liberated in the experimental enclosure.

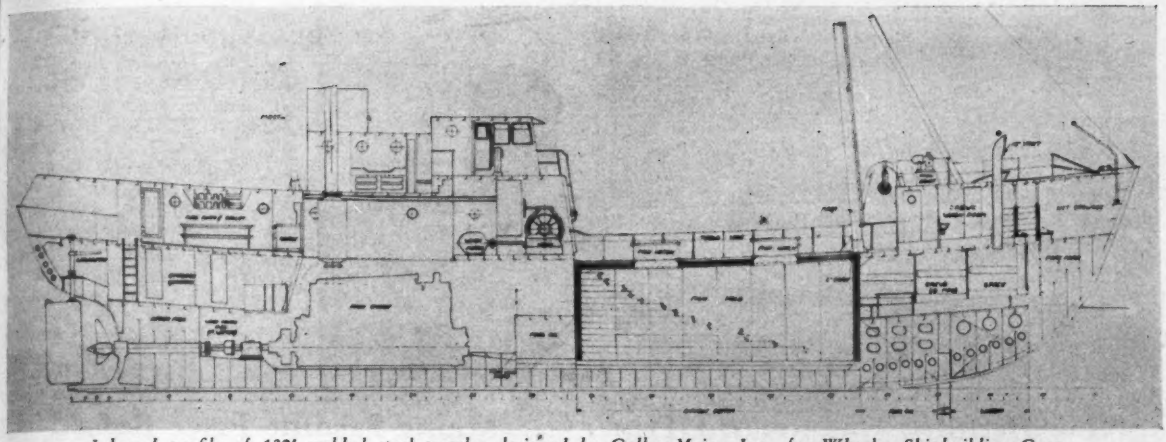
Periodic examination of the population of Loch Craiglin has given very satisfactory confirmation of the above hypothesis. The spring increase in the numbers of phytoplankton has been maintained throughout each summer and well into the autumn. The small marine animals which feed on the phytoplankton have shown a substantial increase in number, and the larger fish have increased in size to a quite notable extent.

Flounders introduced into Loch Craiglin increased in length over the two years at twice the rate of corresponding fish in Loch Sween outside the fertilized enclosure. The increase in weight was even more remarkable. For example, a flounder weighing one gram liberated in Loch Sween after two years of normal growth would increase to ten grams. In Loch Craiglin the increase was to 250 grams. The indications are therefore that flounders would reach marketable size in fertilized waters in three years instead of the normal six.

The success of the Loch Craiglin experiments has justified their extension to Kyle Scotnish, an area of some 200 acres of water with immediate access to the open sea via Loch Sween. Results obtained in these waters will not be available for some time but Dr. Gross is hopeful that they will not be inferior to those obtained in dammed water and therefore be important from the commercial as well as the scientific standpoint.



The menhaden vessel "Leander Wilcox", owned by Consolidated Fisheries Co., Lewes, Del., and skippered by Capt. E. S. Gough. She has a length of 126', beam of 22.3' and draft of 9.2'. Her capacity is 1800 bushels, and she carries a crew of 26. The vessel is equipped with a 450 hp. fresh water cooled Fairbanks-Morse Diesel, 66 x 45 Columbian propeller, Goodrich Cutless stern bearing, Willard batteries, and uses Linen Thread nets, Plymouth rope and Shell lubricating oil.



Inboard profile of 132′ welded steel trawler designed by Colley-Maier, Inc., for Wheeler Shipbuilding Corp.

Trawler Design Provides for Proper Trimming

Meets Weather, Wind and Tide Conditions

WHEELER SHIPBUILDING CORP., Whitestone, L. I., New York, has announced the addition of a new 132′ all-welded steel trawler to their line of standard steel trawlers. Designed by Colley-Maier, Inc. of Boston, the vessel's general dimensions are as follows: Length over all, 131′ 10″; length between perpendiculars, 117′ 6″; beam, molded, 24′ 0″; depth, molded, 13′ 6″.

In the fishing fleet sailing out of Boston Fish Pier there are a number of vessels of almost this same size which have proven satisfactory to the owners. Vessels larger than this represent, in a good many cases, too large a capital investment to many owners, and only large operators feel justified in going to 145′ to 155′ vessels.

However, in order to fish successfully on the banks to the eastward, a vessel of this new size seems to meet the combined weather, wind and tide conditions much better than smaller vessels and nearly as well as the larger ones.

Main propulsion is supplied by a Diesel, with a horsepower of not less than 600 and not over 700, which will make this vessel a consistent ten knot ship for any but the most extreme conditions. In ordinary weather conditions, speeds up to eleven knots may be looked for.

The hold capacity with the low deadrise, hard turn of bilge and Maierform lines and ends provides a 300,000 pound maximum capacity of well packed iced fish; of course there are times when a skipper could probably shake down and bring in a slightly larger amount.

This vessel is an exceptionally dry working ship, as existing similar vessels have proven for some years, and her ability to go to windward in bad weather conditions is better than ordinary.

The design in general is not extreme in any respect. Quarters are ample for a full complement of twelve men forward; with chief, mate, cook and assistant, aft; and two spare berths and captain's stateroom aft of the wheelhouse on the upper deck.

The galley is aft in the main deckhouse as is usual with vessels of this size and there is ready access from the galley to the engine room grating for the convenience of the engineers in getting below in a hurry.

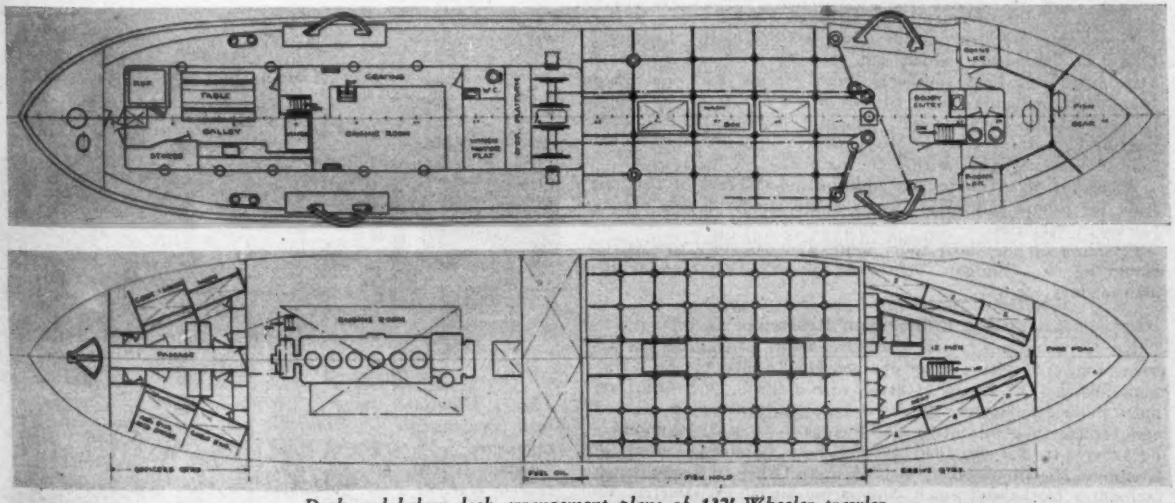
There are toilets on the engine room flat, and two forward in the forecastle enclosure on the main deck for the crew, while the captain has his own wash room and toilet in the after starboard corner of his cabin.

All quarters are heated by hot water circulated from a unit located in the engine room directly under the chief's supervision. This eliminates the necessity of having either coal or oil forward in crew's quarters, with no very well regulated control of stove operation.

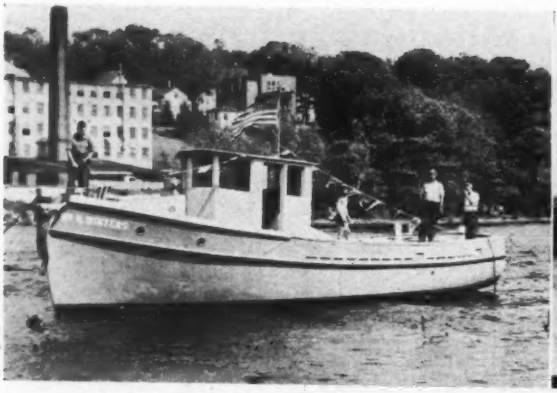
There is good visibility from the pilot house windows, partible glass being used with selected eye levels possible to suit the varying height of the quartermaster on watch or for the captain.

The winch enclosure is of a type well tried out, from which

(Continued on page 32)



Deck and below deck arrangement plans of 132′ Wheeler trawler.



The 45′ dragger "Wm. H. Winters" after launching at Waldoboro, Me. Shipyard, June 14. The boat is owned by Ed. G. Winters of Westhampton Beach, Long Island, N. Y., shown at right, and was christened by Miss Jessie Stewart, Secretary of the yard. Designed by Eldredge-McInnis, Inc., the craft will carry 25,000 lbs. of fish, and is powered with a 100 hp. Mack Mariner Diesel. Ray Overton and Seth Hulse of Westhampton will be crew members.

New Bedford Has Record Trip

THE New Bedford dragger *Junojaes* broke the record for the largest individual catch in New Bedford when she brought in 175,000 lbs. of fish on July 9, including 130,000 lbs. of cod, 20,000 haddock, 20,000 yellowtail and 5,000 mixed.

The previous record was made by the *Stanley B. Butler*, which had a catch of 145,000 lbs. several months ago.

Two Boats Sink

The fishing dragger *Intrepid 3d*, owned by Edward J. Newton of New Bedford was practically a total wreck on the rocks at Sandwich following the tropical storm which lashed New Bedford on June 26. Only parts of the vessel salvaged were the engine and winch.

The *Wonoma*, a 30′ fishing boat owned by James Andrews of Nantucket, was sunk at the Island service dock to which it was tied. The *Sea Buddy*, *William Chesebrough* and *Lois* were found safe after having been reported missing for several hours.

Chatham Building Wharf and Fish House

A dredger arrived at Chatham recently to start work on dredging the basin and channel of Aunt Lydia's Cove, part of the $35,000 fish packing house and wharf project for Chatham's commercial fishermen.

Included in the project, which will extend from the shore of Aunt Lydia's Cove, off Shore Road, is a large fish packing house. a stall-house to accommodate 20 fishermen, as well as a bulkhead and unloading frontage of 100 feet.

The new project will aid fishermen in handling fish regardless of tides, and by expediting the unloading and by centralized and efficient packing, the quality of the product will be improved.

The fish packing house and pier are sponsored by the Chatham Fishermen's Association, and Association members have estimated that revenue from the project will be about 8 per cent on the investment.

Improvements to Fairhaven Harbor

Plans have been submitted to the U. S. District Engineer's Office in Providence which call for the proposed Fairhaven State pier to extend southerly from Marine Park on Popes Island and including Crow Island. A harbor of refuge would be provided on the east side, which it is estimated would be used by 150 fishing craft in case of storm. There would be one mile of berthing space within the harbor.

According to estimates, an additional 6,850 feet of berthing space for fishing and larger vessels would almost double present Fairhaven facilities.

Dredging of the shoal spots south and east of Crow Island would be to a uniform depth of 15′ on either side of the man-made Harbor.

"Chas. E. Beckman" Repowered

The 67′ dragger *Chas. E. Beckman*, Capt. Arne Pedersen, has been repowered with a super charged HMRS 604, 134 hp. Cummins Diesel. The engine is fitted with a Twin Disc 4.38:1 reduction and reverse gear and Twin Disc 4:1 front power take-off and Deluxe lube oil filters, and swings a 44 x 38 Columbian propeller. It was installed at the East Cambridge dock of Cummins Diesels of New England, Inc. Other new equipment includes a Hathaway winch, Submarine Signal Fathometer, 30-volt Surrette batteries, Marine Products bilge and wash pumps.

Maine Sardine Price Raised

PROCESSORS maximum prices of canned Maine sardines have been increased 12c per case for standard keyless pack of 100 ¼ size cans and 48 ¾ size cans. This pack is now sold almost entirely to the Government. For canneries located west of the Penobscot River, an extra 30c per case increase has been given to compensate for higher labor costs in this area.

Ramsdell Plant Destroyed By Fire

The 2½-story sardine factory of the Ramsdell Packing Co. at East Deering, which has been vacant for two years, was leveled by fire on June 25. Damage was estimated at $50,000.

Canadian Lobsters Liberated

An estimated total of 5,000 pounds of short and over-sized Canadian lobsters have been liberated during a six-months period in the Penobscot Bay and harbor regions by Sea and Shore Fisheries Department.

30-Year-Old Lobster

Included among the special displays at the fish hatchery at McKown's Point this Summer is a live lobster believed to be between 30 and 35 years old. Last November during a storm the lobster car of which this lobster was the sole occupant went adrift and was believed to have been lost, but some time later the same lobster car was washed up on shore and left when the tide went out. The big lobster was still in it, and none the worse for his trip.

Reed Building Lobster Boats

Reed Brothers Shipyard, Boothbay Harbor, has two lobster boats under construction. One is a 35-footer for Arthur W. Stetson of Cape Porpoise, to be powered by a 115 hp. Chrysler, while the other, a 30-footer, is being built for Fred Fossett of Spruce Point, and will be powered by a 77 hp. Gray engine.

Work was expected to get underway soon on a 26′ lobster boat for Albert McLellan of Bath.

The 71′ Gloucester dragger "Lucretia", owned by Capt. Salvatore Nicastro and G. Pallazola, has been reconditioned and repowered with a Model HMRS 603 supercharged, 134 hp. Cummins Diesel, fitted with Twin Disc 3:1 reduction and reverse gear, 42 x 32 Columbian propeller and Marine Products wash, bilge and engine cooling pumps.

Gloucester Draggers Layover Between Trips

IN an effort to prevent further waste of fish in Gloucester caused by production of more fish than seafood workers can properly handle, members of the Atlantic Fishermen's Union voted on June 19 for three to five day vacations between trips of groundfish and redfish draggers, according to the dragger's capacity.

Under the regulations agreed upon, any groundfish or redfish dragger with a capacity of up to 65,000 lbs. per trip is to remain in port three days from the time of arrival. Any dragger with a capacity of from 65,000 to 125,000 lbs. would remain in port four days, while a dragger with a capacity above 125,000 lbs. would remain in port five days.

Arrival in port before 12 o'clock noon allows the craft to consider that day as one in port, but any craft arriving after 12 o'clock cannot consider that day as a day in port. There will be no sailing on Sunday, but in the event that Sunday occurs in the vacation period, it may be counted as one day in port.

However, any craft on which the share is under $50.00 is free to sail as soon as possible after that trip. The new regulations went into effect June 20, and will remain effective until Sept. 1.

As the result of a meeting of Gloucester mackerel seining fishermen of the Atlantic Fishermen's Union on June 14, all seiners will remain in port 24 hours after completing discharge of a trip, and there will be no Sunday landings or sailings. Both of these rulings apply to all ports where seiners land mackerel.

It was also voted that mackerel may not be sold in Gloucester before 8:30 a.m. At another meeting June 27 it was agreed that trips of Gloucester mackerel seiners must be sold before trips of out-of-town mackerel seiners can be sold.

June Production Sets Record

Fresh fish production for June, 1945 was the biggest for any month in Gloucester's history, and 33,618,500 lbs. were landed in 666 trips, surpassing the previous greatest month of July, 1944 by more than 6,000,000 lbs. The month included the biggest week in history of any New England fishing port, when in the week of June 3 a total of 9,761,600 lbs. were brought in. June was also the biggest redfish month, with 95 draggers landing 19,554,000 lbs. in 215 trips.

Fish receipts in June this year were 32 per cent ahead of June, 1944, and production for the first six months of this year was 27% ahead of last year. Redfish production for June of this year was 30 per cent ahead of last year, and redfish production for the first six months of this year was 35% more than production during the same period of 1944.

Total production by hails for the first six months of this year was 104,164,300 lbs., and redfish production in the same period was 50,176,000 lbs.

The leading redfish dragger for the first six months of 1945 was the *Eugene H.*, Capt. James N. Tucker, which landed 1,175,000 lbs. in 16 trips. Runner-up was the *Gaetano S.*, 1,150,000 lbs. in 9 trips.

Mackerel seiners landed 3,238,000 lbs. in 101 trips at Gloucester during June. Total landings in all ports since the first trip in April totalled 17,945,000 lbs. in 457 trips by 46 seiners.

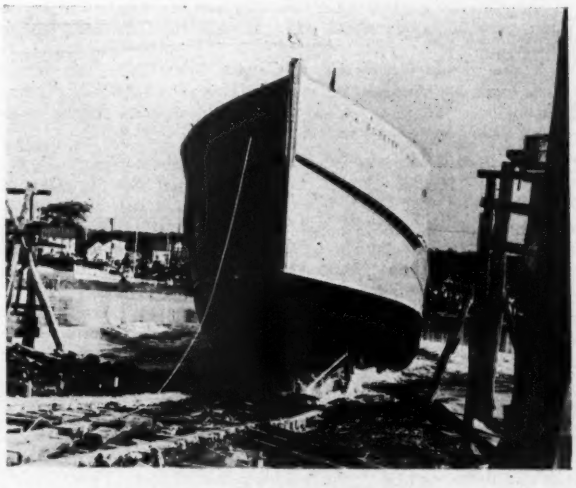
High-line mackerel seiner was the *Santa Maria*, Capts. Peter Mercurio and Peter Guarrasi, with 976,000 lbs. in 20 trips, followed by the *Natale III* with 788,000 lbs. in 13 trips.

"Gertrude DeCosta" Lands Swordfish

The swordfish fleet this season numbered 11 the early part of July, including two boats from Boston and one from New Bedford. They were the following: *Gertrude DeCosta*, Capt. Byron Lee Parsons, Boston; *Alpar*, Capt. Jimmy Abbott, Boston; *Edith L. Boudreau*, Capt. Dave Ribeiro; *St. Teresa*, Capt. Mike Clark; *Agda*, Capt. Harry R. Clattenberg, New Bedford; *Emma Marie*, Capt. Percy Pieroway; *Evalina M. Goulart*, Capt. Manuel Carrice; *Evelyn G. Sears*, Capt. Freeman Corkum; *Jorgina Silveira*, Capt. Alvaro Silveira; *Magellan*, Capt. John Norte; and *Olivia Brown*, Capt. John Fragata.

One of the first trips of swordfish landed this season in Northern New England arrived June 29 at Boston, when the *Gertrude DeCosta* came into port after an 18-day trip with 84 fish averaging 200 pounds each.

Launching party of the "St. Peter II", showing from left to right, Mrs. Benjamin Favazza, Capt. Benjamin Favazza, skipper and co-owner; Miss Mary Favazza, sponsor; Capt. Sam Favazza, co-owner; and Mrs. Sam Favazza. Below, the "St. Peter II" sliding off the launching ways at Story's Shipyard, Essex, Mass.



Story Launches "St. Peter II"

The 92 x 21'6" x 11'6" redfish dragger *St. Peter II* was launched June 30 by John Prince Story Shipyard, Essex, Mass. for Captains Benjamin and Sam Favazza, co-owners of Gloucester. She will be powered with a 300 hp., 300 rpm. 6 cylinder, Atlas Diesel. The engine is fitted with fresh water cooling, single lever control, Weston tachometer, and Alnor pyrometer, and is expected to give a speed of 10 knots through a 66 x 46 Columbian propeller on a 6" bronze shaft with Goodrich Cutless rubber stern bearing.

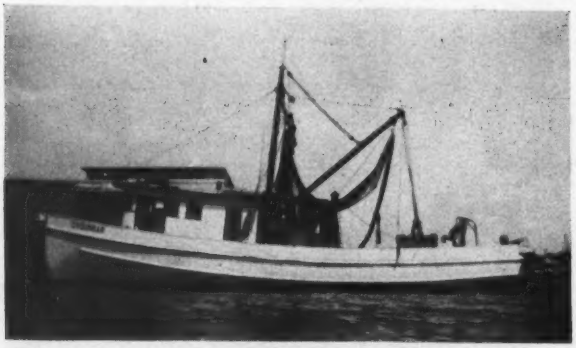
Other equipment includes a New England winch with Kinney hauling clutch, 8 hp., 110 volt Deseco Lister Blackstone auxiliary unit, and Dagle and MacMillan sheathing, trawl doors and fuel tanks.

Ronald Dahlmer Skipper on "Superior"

Capt. Ronald Dahlmer is now skipper of the dragger *Superior*, having returned from the Service. The vessel is owned by his father, Capt. John A. Dahlmer.

"Josephine & Margaret" Sold

The 79' dragger *Josephine & Margaret* has been sold to Capt. Nofie Demetri and Joseph F. Palazola of Gloucester. Capt. Bartholomew Poirier, who has been skipper of the *Josephine & Margaret*, will skipper the *Portugal*, owned by Capt. Albino M. Pereira.



The new 58' shrimp trawler "C. H. Dunbar" of Port O'Connor, Texas.

North Carolina Getting Large Croaker Catches

DARE COUNTY fishermen have been making large catches of croakers recently. Ed Hooper and Alfred Midgett brought in nearly 300 boxes worth $11 per box on June 26, and Amos Daniels brought in 100 boxes, while Ralph Meekin's crew of Colington brought in 250 boxes.

Some of the boats have made daily catches which sold for as high as $700, and record daily catches have brought up to $4,000.

A run of bluefish struck at Oregon Inlet, and good fishing was reported at Stumpy Point and Hatteras. Crabbers at Manns Harbor were catching up to $35 worth of crabs a day, with crabs selling for $5 a barrel.

Believes Survey Would Reveal Jumbo Shrimp

Lewis J. Hardee, owner of the Colonial Shrimp Co. of Morgan City, La., with interests in the shrimp business of Southport, stated that he believes a survey of offshore shrimp fishing grounds off Southport and between Southport and the South Carolina line, would reveal good fishing grounds and plenty of jumbo shrimp.

Mr. Hardee believes that the season could be extended four months, and that the quality of the shrimp taken during these four months would be much better than those taken during the regular season.

Shrimp usually taken off Southport and between Southport and the South Carolina line are mostly young stock and stock which remain near shore to spawn. Shrimp which are left in the late Fall move offshore, and most of them fall victims to fish and other natural enemies during the Winter. Those which do survive never return to the inshore grounds.

The offshore shrimp develop rapidly into jumbo size, and are usually found during periods when all of the small shrimp have moved offshore and there is no inshore fishing.

Florida Weathers Tropical Blow

FLORIDA commercial fishing facilities weathered the early-Summer tropical blow of the week-end of June 23 with little damage. A few boats were damaged slightly when driven against piers and pilings in the high water and heavy wind, and a few piers were washed out.

The 30' fishing boat *Corsair*, owned by J. M. Ritter of Tampa, given up for lost following the blow, came into Snug Harbor June 25 under her own power. The boat left on June 21 on a trip to the grouper rocks about 60 miles out, and received no warnings of the storm.

Ritter reported the waves were 40' high at the peak of the blow, and the wind reached 70 miles an hour. Only damage sustained was a stove-in forward hatch through which quite a bit of water was shipped when one of the anchors gave way.

Union to Press Gasoline Tax Removal

A resolution was passed recently by the Gulf Coast District Fishermen's Union which calls for an assessment of $2.00 per member to be placed in a general fund for the purpose of carrying to the Supreme Court the Union's effort to remove the highway tax on commercial fishing gasoline.

Texas Has New Well-Equipped 58 Ft. Shrimp Trawler

ONE of the recent additions to the Port O'Connor shrimp fleet is the *C. H. Dunbar*, owned by Howard Stapp, Jr.

Designed by C. H. Dunbar of Galveston, the boat is 58' long, and has a 15'8" beam and moulded depth of 7'6". She has double sawn 4½" x 5" cypress frames on 12" centers, 8 x 12 keel and stern post, 8" sided stem, two 3 x 8 bilge stringers on each side and 3 x 10 deck clamps. There is a watertight bulkhead between the engine room and fish hold, and she carries 400 gallons of fresh water forward and 1000 gallons of fuel in two tanks aft of the hold.

The deck house contains the pilot house, stateroom with four bunks having drawers under, and the galley which is fitted with a Shipmate oil-fired range and 32 volt electric blower.

The boat is powered with a 4 cylinder, 5½ x 7, 90 hp. Superior Diesel, and is equipped with two sets of heavy duty Willard batteries for starting and lights, and an Edson screw type steerer. On deck there is a 750 watt Delco gasoline auxiliary generating unit for charging batteries, and a Model 515T½ Stroudsburg 3-drum hoist carrying 200 fathoms of ⅜" Bethlehem wire rope.

Port Isabel Customs Office Established

To facilitate shrimping, a customs station has been established at Port Isabel, maintenance of which and expenses attached thereto being borne by local commercial fishing interests.

Practically all shrimping out of Port Isabel is now off the Mexican coast, necessitating shrimp trawlers arriving with their take to first go to Brownsville, 17 miles up the Brownsville ship channel, make their custom entry, and return to Port Isabel to dispose of their take.

Enlarging Port Lavaca Freezer

A 3-story addition to the Port Lavaca Municipal Quick-Freeze & Cold Storage plant will increase its quick freezing capacity three fold to 120,000 lbs. per day, and cold storage capacity expanded from 6 to 42 carloads. In addition, General Seafoods Inc. will have new quick freezing facilities in the plant for 30,000 lbs. daily, as well as 6500 sq. ft. of processing space, which will augment present public processing space of 11,700.

Change in Canal Route Approved

The Board of Army Engineers has taken favorable action on rerouting the Valley extension of the Intracoastal Canal through the Port Isabel yacht club basin and Industrial Channel, as petitioned by Valley interests at a hearing held June 30 before U. S. Army district engineers.

As originally surveyed, the canal would have bypassed the yacht basin, going around the city to connect with the bay channel. The importance of the yacht basin as an anchorage for fishing boats during adverse weather was stressed, as well as shortening the connection of the canal to both connections at Port Isabel and at Brownsville.

The shrimp trawler "40-Fathom No. 1", operated on the Gulf by General Seafoods, Inc., of New Orleans. She is skippered by Capt. L. Hotard, and is powered by a 165 hp. Gray Diesel with 4.5:1 reduction gear and 48 x 36 propeller.

Gulf Seafood Production Shows Increase

PRODUCTION of most seafoods on the Gulf Coast showed definite gains during the first half of this year compared with the first six months of 1944. Shrimp, the most valuable seafood product of the South, was up 16 per cent in the States from Alabama to Texas, inclusive. A total of 85,183 barrels of shrimp were received for canning and other purposes, compared with receipts of 73,340 barrels last year.

Production of hard crabs during the six-month period increased from 5,098,928 pounds in 1944 to 6,506,022 pounds this year. Fresh-cooked crab meat increased from 436,908 pounds to 690,383 pounds.

The only major item to show a decline was oysters. Production during the first six months of 1944 was 459,306 barrels; in 1945, 395,477 barrels.

Salt water fish, including chiefly mullet, red snapper, Spanish mackerel, sea trout, red and black drum, blue runner, king whiting, and crevalle, totaled 2,889,420 pounds, compared with 2,546,271 pounds last year.

Steel Shrimp Trawler Launched

The new 65′ all-steel shrimp trawler *Reckless*, owned by the Prawn Company, arrived in Morgan City, La. July 4th. The vessel is said to be the first all-steel shrimp trawler to fish out of Morgan City, and the second completed for Gulf service. The trawler was built and designed by Arnold V. Walker of Pascagoula, Miss., and is of V-bottom construction.

She is powered by a D-17000 Caterpillar Diesel turning a 48 x 30 Columbian propeller. Her 32 volt batteries are charged by a generator on the Diesel.

Quarters are provided in the deckhouse for a crew of three, and the entire deckhouse is insulated. The fish hold, also insulated, is of steel with a lining of waterproof plywood and has watertight joints. There is a built-in sump for seepage and a bilge pump to carry it overboard. Capacity is provided for icing 250 barrels of shrimp.

The trawler carries 1,000 gallons of fresh water and 6,500 gallons of fuel, and has seven watertight compartments. The deck is covered with Federalite, a waterproof, non-skid composition with good insulating qualities.

The trawler is being rigged, and was expected to be ready to make its first trip to the fishing grounds soon. Her catches will be delivered to the Riverside plant.

Klonaris Launches Two Trawlers

The new 62′ shrimp trawler *J. C.*, owned by Mr. and Mrs. Tommy Miller and Miss Anna Mae Fleury of Morgan City, was launched at the E. Klonaris Shipyard in Morgan City on June 13. The vessel was christened by Mrs. Miller, and when completed will represent an investment of approximately $18,500.

The 62′ trawler *Kathleen*, owned by the Morgan City Packing Company, was launched at the yard on June 23. The vessel was christened by Kilran Cheramie, plant manager of the Company's Berwick branch.

New Trawler for Pacetti Fish Co.

Herbert Pacetti left Morgan City recently for Florida to bring back the Pacetti Fish Company's new trawler *Derald*, on which O. W. Franks will be Captain. Mr. Pacetti will return to Florida later to supervise construction of his own new trawler, now underway at St. Augustine.

Less Canned Shrimp Expected

There will probably be less canned shrimp on the market next year, the Food and Drug Administration at New Orleans reported June 29.

While 38 applications for Federal inspectors for shrimp canning plants were received last year, only 31 were filed up to June 29 for the 1945-46 fiscal year. The canning season begins in August, and June 30 was the last day for filing applications.

Henreson and Ditch Open Fish House

Lester Henreson and Warren Ditch of Morgan City and their associates have leased the Western Seafood Packing Co. plant for packing fish and shrimp in five-pound cartons. The firm owns two boats, and buys from independent boats.

A portion of the fleet of shrimp boats at Brunswick, Ga.

New Jersey Harbor Improvements

AS a result of a conference held June 29 at Sea Isle City between engineers of the War Department, the City Commissioners and representatives of the commercial fishing interests, the channel at Townsend's Inlet has been marked with a series of buoys that now guide boats through the dangerous waters.

Testimony was given by fishermen on the need for dredging the inlet to a depth of 8 to 12 feet. It was brought out that some 4,000,000 pounds of edible fish are produced annually by a fleet of 25 boats, and that this amount could be greatly increased if larger boats could be used and if the channel were navigable in all kinds of weather.

To Dredge Hereford Inlet

A contract has been awarded for the dredging of Hereford inlet. Fishermen recently requested that the inlet, which now is only 2 feet at low tide, be dredged to a depth of seven feet.

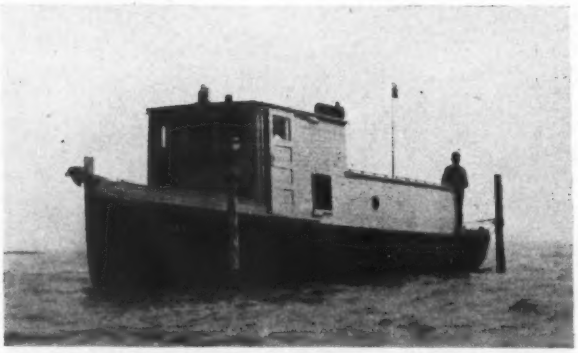
Plan Removal of Debris

A special emergency expenditure of $900 has been authorized by the Wildwood City Commission for the removal of debris from Ottens Harbor. It is planned to remove sunken boats and abandoned hulks which have resulted in a menace to fishing boat navigation.

Delaware River, Bay Regulations

All boats used for fishing must stay clear of the main ships' channel in the Delaware River and Delaware Bay when fishing, it was announced July 5 by the Coast Guard. No vessel may be operated, anchored or permitted to drift, at any time in order to engage in fishing in the channel or adjacent to it.

The "Cherokee", owned by Capt. Lee Robinson, Hatteras, N. C. She is 41′ 6″ long, 11′ 5″ wide, and is powered by a 115 hp. Chrysler Crown engine, with a 2.5:1 reduction gear, turning a 20 x 21 Columbian propeller, giving her a speed of 12 mph. She is skippered by Capt. Rube Stowe.



The 51' fishing tug "Harold V.", owned by Alex and William Derosia of Cheboygan, Mich. She fishes trap nets and has a 42 hp. gasoline engine, that gives a speed of 10 mph.; Hyde propeller, Willard batteries and Plymouth rope.

Great Lakes Research Institute To Investigate Waters

FORMATION of the Great Lakes Research Institute, which will undertake to do for North America's five inland freshwater seas what is being done for the oceans by such laboratories as the Woods Hole Oceanographic Institution on the Atlantic and the Scripps Institution of Oceanography on the Pacific, is announced by the University of Michigan. Prof. Paul S. Welch, limnologist, is chairman of the new Institute.

The waters themselves, the rocky basins that contain them, their currents and other physical properties, and the animal and plant life forms that inhabit them, will be studied by a group of scientists trained in these special fields.

Smelt Runs Returning to Different Places

Great Lakes smelt are coming back, and in places where they were not expected. The Wisconsin State Fisheries Division reports that the fish are becoming so numerous in Lake Superior that the Conservation Commission will probably order a dip netting season for the south shore tributaries next Spring.

The discovery has occasioned some comment and surprise, since smelt was not a numerous species in Lake Superior in previous years. The famous Wisconsin smelt runs were on Lake Michigan and Green Bay, where they have practically disappeared during the last two years.

Lake Herring Reappearing in Lake Erie

Lake herring, practically non-existent in the Great Lakes since 1925, have started a reappearance in Lake Erie off Dunkirk, N. Y., according to Capt. Stanley Kilpa. Ignoring precedent against fishing nets in June, Kilpa caught 300 pounds of herring in his first haul, which also yielded 1100 pounds of blue pike.

Dunkirk fishermen report catches of blue pike in Lake Erie have been excellent so far this year, and with a high demand they expect a very profitable season. Whitefish and herring are expected to abound in August, and many fishermen are having old boats repaired or having new ones built.

The industry at Dunkirk generally is more optimistic than it has been in years, and expects a revival of the fishing business.

Hearing Asked on Saginaw Bay Oil Drilling

In a determined effort to stop oil drilling operations which might pollute the waters of Saginaw Bay and damage commercial fishing, the Bay City Commission recently adopted a resolution requesting the Michigan Department of Conservation to hold a public hearing on the matter. It was pointed out that Saginaw Bay is one of the most productive fresh water commercial fishing areas and the spawning ground of walleyes, perch. and other species, and any damage inflicted, would have serious economic consequences.

New Marine Store at Bayfield

Irving Hadland recently opened a new store in Bayfield, Wis., operating under the name of Marine Equipment Sales, and will stock a full line of supplies for boat operators in the Chequamegon Bay district.

Hearing Held on Harbors of Refuge

Upwards of 50 representatives of various Saginaw Bay and Lake Huron communities attended a hearing at Bay City, Mich., June 11 conducted by the War Department in a preliminary survey looking toward the establishment of harbors of refuge.

Requests were made for the establishment of harbors at Tawas River, Alpena, Rogers City, Au Gres, Caseville and other points along Saginaw Bay and Lake Huron.

Congress has already approved appropriations for establishment of 15 such harbors on the Great Lakes, five of them on Lake Huron and Saginaw Bay including Port Sanilac, Port Austin, Pt. Lookout, Harrisville, Oscoda and Hammond Bay.

Appropriations for the new requests are subject to the terms of the Rivers and Harbors bill which includes, among other requirements, local contributions equalling or nearly equalling the Federal Appropriation.

New Fish Company at Huron

A new Company, to be known as the Wiegand Fisheries, has been formed at Huron, Ohio, and is putting a new trap-netter, the *Buffalo*, into service. Ed Wiegand and Donald LaCourse are members of the Company.

Two Port Wing Fishermen Drown

Orville Nelson, 43, of Rice Lake, commercial fisherman operating from Port Wing, Wis., drowned last month while fishing on the west shore of Rice Lake, when his boat tipped.

Roy Forsberg, 23, another Port Wing commercial fisherman, drowned the same day. Forsberg was setting top nets for herring about two blocks offshore when an anchor line he was tossing broke, throwing him off balance and capsizing the boat.

Walter W. Donovan Dies

Walter W. Donovan, fishery marketing specialist in charge of the Chicago Market News Office, died on June 29 in Juneau, Alaska. He was on a special detail to assist the Alaska Development Board in making better use of the Territory's fishery resources, and to establish markets for Alaska fishery products in the midwest and east.

"Delaware" Returns To Boston Fleet

THE 146' trawler *Delaware*, which was recently reacquired by her owners, Booth Fisheries Corp., of Boston, following Navy service, landed a trip of 283,000 lbs. on July 1. She is skippered by Capt. Lars Lunde, formerly of the *Maine*, which is now commanded by Capt. Johannes Bjorson. Capt. Lunde recently received a citation for outstanding war-time co-operation with the Navy while on the *Maine*.

The *Delaware* was reconverted for fishing by Geo. Lawley & Son, Neponset, who removed some of her top structures and replaced the solid bridge with a rail bridge which gives the Captain better vision for seeing men at the winch. She was equipped with a new type 5 hp. Bromfield electric fish hoist.

The vessel had her trial trip on June 16 when 90 visitors witnessed fishing operations off Boston Light. She is powered with an 890 hp., 7 cylinder Fairbanks-Morse Diesel, and is one of the fastest ships in the fleet. George Walker is chief engineer.

Fuel Tax Bill Killed

The Massachusetts House of Representatives on June 23 killed the bill which would have imposed a 3-cent per gallon tax on Diesel fuel oil used by fishing boats and other craft. On June 13 a score of New Bedford, Gloucester and Boston fishing industry representatives registered opposition to the bill, and advised that the proposed tax would drive the industry away from the State.

Davidson With Atlantic Coast

George Davidson, formerly with Dagle & MacMillan Co. and Willis J. Reid & Son, has become associated with Atlantic Coast Fisheries Co., Fish Pier, as port engineer.

Lavash Heads Kinney Clutch Dept.

F. L. LAVASH has been appointed manager of the Transmission Department of Kinney Manufacturing Co., Boston, succeeding John Barron, who has been made Chief Engineer of Paragon Gear Works, Taunton, Mass. Mr. Lavash has been with Kinney for 9 years, where he has handled engineering and design of the Company's pumps.

POWERFUL *and* COMPACT

John George, Mystic, Conn., owns this 61′ Dragger, operating with fishing fleet out of Stonington . . . powered by a 135 HP Murphy Diesel Model ME-135, with 3:1 reverse and reduction gear.

THE combination that pays off best is the crew that goes to work with a sturdy, dependable boat powered by a rugged, compact MURPHY DIESEL that gets to the fish banks faster, and back to port with bigger payloads. For any boat, MURPHY DIESEL engines provide more power and compactness that means more profit for boats and crews. Good, sound engineering is responsible for the faithful sea-duty MURPHY DIESELS provide. Before you build or convert, see the nearest Murphy Diesel dealer, or write for bulletin to . . .

MURPHY DIESEL COMPANY

5321 West Burnham Street - Milwaukee 14, Wis., U. S. A.

BOSTON: Diesel Engine Sales & Engineering, Inc.
ATLANTIC CITY: Edward Fell Jardine
FLORIDA: Florida-Georgia Tractor Co., Jacksonville
NEW ORLEANS: Calmes Engineering Co.
HARTFORD, CONN.: Nicoll-Talcott Corporation
RALEIGH: North Carolina Equipment Co.

ARMY NAVY

★ *Buy U. S. War Bonds* ★

More Power

MURPHY DIESEL

Reg. U.S. Pat. Off.

More Profit

Engines: FROM 90 to 165 HP
Generators: FROM 60 to 115 KW

"SEA-TESTED *Power*"

Maryland Oyster Planting To Increase Yield

THE Commission of Tidewater Fisheries planted approximately 1,000,000 bushels of oyster shells and transplanted more than 100,000 bushels of seed oysters last Spring. About 15,000 bushels of seed oysters were transplanted from Holland Straits to Haines Point Bar in Tangier Sound, and nearly 75,000 bushels were moved from Mill Hill Bar, in Eastern Bay, to growing areas in Talbot, Dorchester, Anne Arundel, Kent and Queen Anne's Counties.

The largest single planting consisted of 35,000 bushels of seed oysters placed in the Chester River on Strong Bar, for the use of tongers in Kent and Queen Anne's Counties. These oysters were two and three years old, and should be ready for the market either this Fall or in 1946.

At Tilghman Island labor shortages were overcome by the use of a force pump to wash the shells overboard from a scow, a method used successfully in New England and Louisiana.

The Commission has attempted to improve the results of shell planting by careful surveys of bottoms and by timing operations so that shells are placed overboard as near as possible to the time of setting of the larval oysters. A limited supply of slag, an ideal cultch, was used experimentally in the vicinity of Hoopers Island.

Conservation officials feel that a considerable increase in production should result this year if sufficient labor is available in the plants to handle the oyster catch.

Warm Weather Increases Crab Supply

The weather became warmer the middle of June, and crabs became more plentiful in Chesapeake Bay. There are more people engaged in crabbing this season than last, many of whom have returned from shipyard and other war work. Crabbers are doing well, as prices are still high.

Mrs. Annie Parkinson, reported to be the only woman crabber ever known in Crisfield, is one of the netters. She is known as "Crabbing Annie".

Fish Freezing Business Expanding

Chesapeake Freezing Co., a branch of John T. Handy Co., of which Carl C. Green is manager, has developed the freezing of fish to a large scale. Three years ago they froze 60,000 lbs. of fish, while last year they froze 600,000 lbs., and they expect to freeze a much larger amount this season. This year, from June 2 to 9th, they froze 30,000 lbs.

The Company has three filleting machines which can split 300 fish per minute. Trout, croakers, mackerel, and spots are frozen and packed in boxes.

"John W. Quinn" Launched

The 105′ x 20′ menhaden fishing boat *John W. Quinn*, built for Quinn Bros. Fisheries of Yonges Island, S. C. was launched June 20th by Capt. James Daugherty of Crisfield, designer and builder. This vessel will be powered by a 250 hp. Atlas Diesel.

High Prices for Croakers

In June the weather became warmer, and the run of trout and croakers was larger than that of the previous month. Croakers have been selling at $15.00 for a 100 lb. box, which is an exceptionally high price.

One of the leading haul seiners out of Pocomoke Sound is Rev. W. M. Lowry. His crew shared as much as $100 for one day's fishing this season.

WLB Rules on Oyster Cup Size

The Regional War Labor Board in Baltimore has settled an old controversy by ruling that oyster shuckers employed by 12 packers in the Cambridge secttion shall be paid by the gallon, whether it has eight or nine pints.

Harbor Improvement Hearings Held

At a recent meeting held by the Army Engineers at Crisfield, Mayor Nelson R. Coulbourn presented a petition signed by several hundred watermen, as well as plans, for dredging Somers Cove to a depth of 10′, in order to make it safe in stormy weather.

Sale of Black Bass Banned

Maryland has taken the black bass permanently off the list of commercial fish. This brings the total number of states in which this fish is protected against commercialism to 46. Only Georgia and Tennessee now permit the sale of black bass.

Virginia Oyster Industry Has Good Future

CITING the needs of the oyster industry in Virginia, Dr. Curtis L. Newcombe, Director of the Virginia Fisheries Laboratory, in an article in "Commonwealth" magazine, said that never before has there been such a concerted effort to iron out the difficulties of those engaged in making a livelihood from the oyster industry. Such collaboration of effort and unity of purpose, he said, augur well for Virginia's stake in the Nation's oyster production.

Recommendations of Dr. Newcombe include a biological survey of the oyster rocks to determine their productivity under present conditions, increased production of the James River oyster seed beds, and the establishment of additional seed areas in other waters to stimulate planting.

Dr. Newcombe stated that at least one million bushels of shells need to be planted annually on the public rocks, and said that a method must be found for reducing the damage done by screwborers, which now render some of the State's best oyster grounds unusable.

Dr. Newcombe also said that the machinery for managing the State's oyster rocks needs strengthening, and that consistent efforts must continue to be directed toward combating pollution.

Peeler Crab Run On

The big run of peeler crabs in Tangier and Pocomoke Sounds below the Virginia-Maryland line started on the 24th of June. Up to this time peelers had been scarce in the Eastern Shore coves and creeks, but since the coming of warm weather they have been very plentiful, and Eastern Shore crabbers are averaging 800 peelers a day. The biggest catch, 1005 peelers, was made the week of June 18 by Capt. Winifred Parks of Tangier Island.

In Tangier waters the crabbers are doing nearly as well. The scrapers are finding an abundance of crabs on their old crabbing grounds in Tangier Creek, Cod Harbor, Goose Harbor and Shankey's Creek.

The old grounds haven't been very fruitful in the past five years due to a scarcity of crab grass. According to reports, this weed is springing up everywhere on the old bottoms, as green as lawn grass. Most crabbers think this is a good sign, and are predicting an abundance of crabs on the grounds for the rest of the Summer.

Hopkins Appointed Associate Biologist

Dr. Sewell H. Hopkins of Gloucester County has been appointed associate biologist of the Virginia Fisheries Laboratory in Yorktown. His work with the Virginia Fisheries Commission will be the collection and analysis of the catch records of commercial fishermen, from which the abundance or shortage of certain types of seafood can be determined.

The Fish and Wildlife Service will co-operate with the State Commission in the program of collecting fish statistics, and James Wharton of Weems has been assigned to work with Dr. Hopkins.

Capt. Laird to Install New Engine

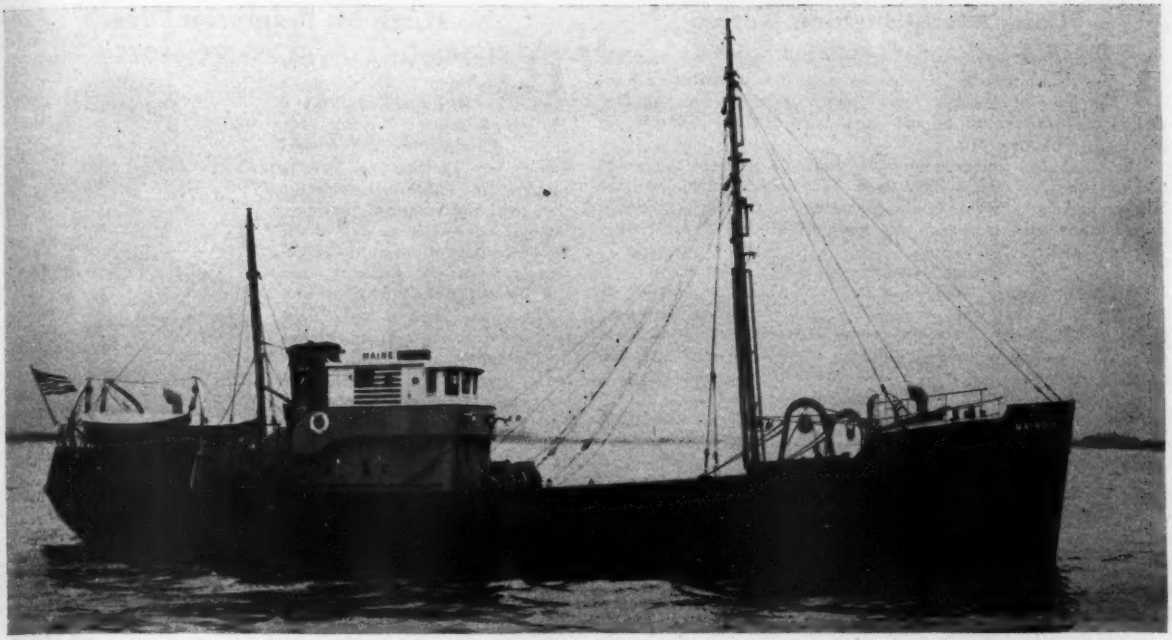
Capt. Dick Laird, Tangier crabber, will install a new Universal marine engine in his new round-stern barcat. The barcat is 30′ long, 5′ wide, and three tons burden.

Norfolk Area Landings

Norfolk area landings for the month of June totalled 2,197,000 lbs., or a decrease of 740,000 lbs. from May landings, and a decrease of 5,000 lbs. compared to June, 1944 landings. Croaker landings showed the largest total with 1,417,000 lbs., followed by gray sea trout with 595,000 lbs. and butterfish with 54,000 lbs. Landings were on 21 days of the month, and all catches were from pound nets.

Waterfront Property Purchased

Major and Ira Todd recently purchased the oyster house property of the A. B. Cochrane Co., Crisfield, while Charles and Robert Howeth have purchased a part of Riggin Bros. property. Extensive improvements are being made.



We're Still Building Fighting Ships at Record Speed

But We're Planning Ahead for Better Post-War Fishing Vessels

Before the war, Lawley excelled in building outstanding yachts and commercial vessels. Among them is the steel trawler "Maine", which has been a consistent high-liner, with remarkable performance.

The increased efficiency, better skill and improved materials now being employed on War work will enable Lawley's to produce still better fishing vessels when peace returns.

In planning your future trawler, consider Lawley's modern facilities, expert craftsmen and co-operative service. You can have confidence that Lawley will produce the finest in advanced trawler construction—a product that will successfully meet tomorrow's operating requirements.

GEORGE LAWLEY & SON Corp.

Neponset, Mass.

"LAWLEY BUILT" — A Symbol of Excellence in the Maritime World Since 1866

Long Island Fishing Active

THE first swordfish of the season was taken June 16th off East Hampton by a Montauk fisherman. Scattering bluefish have been caught since June 1. The porgies and butterfish are starting to appear, and bottlefish or blowfish are present in quantity.

The menhaden fishery season was expected to open the weekend of June 23. The bunker boats have come North after the Winter and early Spring southern fishing season, and the Smith Factory at Promised Land was expected to be in full swing shortly.

Big Weakfish Catches

Fishermen working the pound nets along the east channel of Fire Island Inlet the end of June were catching six to ten bushels of weakfish daily weighing from seven to thirteen pounds each. This is the first time in six or seven years that weakfish have entered the South Bay in such size and quantity.

"Ace" Wrecked

The 32′ dragger *Ace*, owned by Capt. Ray Phillips of Weshampton Beach was wrecked on June 12 when she went aground on the outer bar east of the Moriches Inlet, as a result of a damaged rudder. The Coast Guard salvaged the motor and some of the rigging, but the hull valued at $1,500, was a total loss.

Albert Hantz Opens Own Firm

Albert Hantz, formerly employed by Fulton Supply Co. of New York City, has established his own business at Sayville under the firm name of Island Fish Net & Supply Co. The new firm carries a complete line of commercial fishing supplies.

"Jennie" Destroyed by Fire

The 40′ dragger *Jennie* owned by Capt. Cornelius Zegel of West Sayville and used in surf clam dredging, was destroyed by fire following an explosion while she was lying at a Point Lookout dock on June 20. Capt. Zegel and crew member Frank Catho of Bayport, both received severe burns.

Woodcleft Co. to Open New Plant

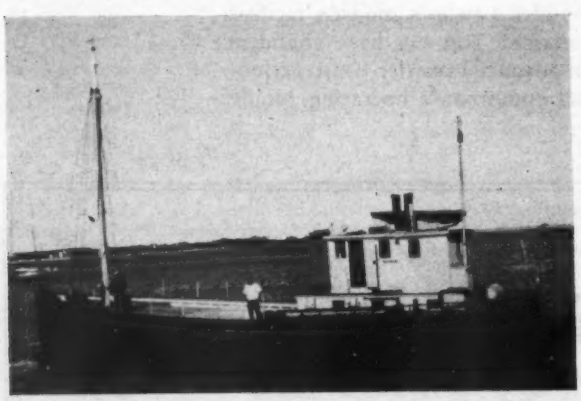
The Woodcleft Fish Co., owned by Jake Michael and Bill Clebb, with headquarters at Greenport, has purchased a building at Mattituck which it is remodeling to house a freezer, as well as shucking and filleting units. The Company will shuck surf clams at the new plant, with some of the meats being frozen.

Quick Frozen Shad

Pratt-Smith Co. of New York is offering quick frozen boneless shad and shad roe from New England. Packages of shad fillets average about a pound and three-quarters, and the roe is packed in half-pound sections.

New Engines for Smith Menhaden Vessels

J. Howard Smith Co. of New York City is powering three of its menhaden vessels with Model DMG36, 6 cylinder, 12 x 15 turbo-charged Enterprise Diesel engines, rated 600 hp. at 400 rpm. The vessels are the 128′ *Edward J. McKeever, Jr.*, operated out of Amagansett, Long Island, which was repowered; the 104′ *McKeever Bros.*, operated out of Lewes, Delaware, which was converted from steam power; and the *Shoal Harbor*, a new addition to the fleet, also at Lewes.



The 65′ oyster boat "Halyoake", owned by Capt. Edward Adams of Orient, Long Island, which is equipped with a 3 cylinder, 70 hp. Wolverine Diesel, 44 x 32 Hyde propeller and Exide batteries. Socony-Vacuum lubricating oil and International paints are used, and she has a speed of 9 mph.

Hugh M. Frampton Dies

HUGH M. FRAMPTON, Washington, D. C. attorney, died suddenly July 8. He represented the Virginia Fisheries Association and other groups, in addition to a large number of individual firms in the fish and shellfish business. He was recognized as one of the best informed Washington representatives of the industry, and had close contacts with various Government agencies and Congressmen. Through his knowledge of the fisheries and understanding of legislative procedure, he rendered invaluable service to the industry, particularly in connection with wartime problems.

The late Hugh M. Frampton.

Trawler Design

(Continued from page 23)

the operators have proper vision to the forward gallows and the fishing deck without having to move from their operating position.

The deck layout for the fishing gear has been checked with some of the leading fishing skippers to obtain the best results in handling the fish and with the minimum of danger to the crew. The fish hold insulation consists of six inches of cork or the equivalent, plus the wood lining which is caulked watertight and adds a very considerable amount of effectiveness to the insulation.

One noteworthy phase of the construction of these vessels is the continuous double bottom under the fish hold that provides a surface which can be kept clean and painted at proper intervals with good drainage to the gurry trough. This double bottom is used as a fuel tank. No fixed concrete ballast is carried, as in previous designs somewhat similar to this, it was found that a vessel without ballast of a fixed type such as concrete, was a better vessel than after ballast was added.

The trim and stability of this design has been checked carefully for about five different conditions of loading. First, when leaving port for the fishing grounds; secondly, on arriving at the fishing ground; thirdly, when half loaded and ice partially used up or at least the fish stowed in the ice; fourth, completely loaded and with all ice used in connection with the fish stowage; and fifth, on arrival at port, the fuel pretty well used and water and stores down to the average minimum for this condition.

The control of the fuel and water forward, fuel in the double bottom and the fuel and water aft has been carefully worked out, and the pumping system is arranged with the minimum of connections to properly trim the ship under varying conditions.

The auxiliary trawl winch driving equipment is of modern type; 6 cylinder, 2 cycle Diesel generator unit driving the winch motor through a special switch board.

It has not been attempted to work the balance of the ship's service generator equipment down to a minimum as with conditions changing as they are now, it is felt that a rather ample supply of electric current is invaluable aboard these ships. There is a 25 kw. generator as the main unit, a 20 kw. secondary unit and a propeller shaft driven 20 kw., all of the proper characteristics to give efficient electrical service in conjunction with the storage battery.

In a vessel of this size, power steering is recommended and is being used. The saving in time in setting and hauling back the net and getting the fish aboard is a direct factor in determining the number of sets made during the trip. Vessels using electric steering or other types of a similar nature can show a decided advantage in handling for valuable time may be saved.

This vessel is classed throughout with the American Bureau of Shipping requirements. Particular attention has been paid to the proper thickness of steel in way of wearing surfaces where the trawl wire comes in contact with the shell plating. Although half round grounds are an added protection, the rate of corrosion is high and a slight amount of additional thickness in the proper places means a great many more trips in the ship's life.

"Manchonoch" Demonstrates Wolverine's Stamina In Both North and South

The 110′ "Manchonoch", owned by Capt. B. Felton Forrest of Jeffs P. O., Virginia, was powered with a 210 hp. Wolverine Diesel in 1940.

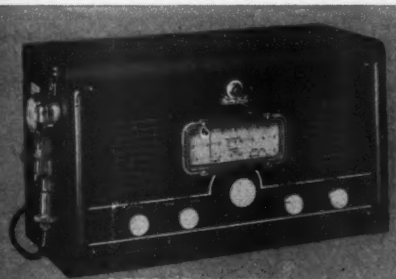
Although her home grounds are off Virginia, this vessel operates out of Gloucester, Mass. during the Summer. North or South, she's found that a Wolverine Diesel has the qualities necessary for successful dragging service. Wolverine's stamina, dependability and economy have been proven in both waters.

Capt. Forrest's 110′ "Cherokee", with identical power installed in 1941, and also operated North and South, has been equally successful.

The Virginia dragger "Manchonoch" at Gloucester, Mass.

WOLVERINE MOTOR WORKS INC.

Union Avenue, Bridgeport 2, Connecticut



BEFORE WAR . . .

Shown above is the Harvey-Wells MR-10 Marine Radio-Telephone, a compact transmitter-receiver combination constructed to meet the demands of fishing boats and similar craft for reliable, fast communications. Built before Pearl Harbor, this equipment was widely known as a product of technical excellence, engineered for a long life of dependable service. Today, the skill that created the MR-10 is turning out great numbers of electronics systems for the Armed Forces.

AFTER VICTORY . . .

The shape of radio-telephone equipment which will come out of Harvey-Wells research laboratories is still a closely guarded secret. Through the long war years H-W receivers and transmitters have consistently measured up to the highest Government standards because they incorporate some of the most advanced developments in modern communications. In peacetime, you can count on these features to make Harvey-Wells equipment the finest in marine radio systems.

SETTING THE PACE FOR PROGRESS IN COMMUNICATIONS

Harvey-WELLS
ELECTRONICS
SOUTHBRIDGE, MASSACHUSETTS

Fish Reduction Plant Modernization

INCREASED activity in the building and modernizing of fish reduction plants on the Atlantic Coast is now taking place as rapidly as war conditions permit. In many of these installations are dryers, presses and vertical mills from the Process Machinery Division of Enterprise Engine and Foundry Co., San Francisco, Calif.

Completely new plants designed by Enterprise, which are now nearing completion, include 10-ton per hour capacity plants for Newfoundland Dehydrating Process Co., St. Johns, Newfoundland, John Ryan, president and C. A. Crosbie, secretary-treasurer; Dehydrating Process Co., Gloucester, Mass., of which John Ryan is also president; Greiger Products Co., New York City, Fred Lansburgh, president; and a 15 ton per hour capacity plant for Wallace Fisheries Co., Morehead City, North Carolina, George R. Wallace, president.

All installations in these plants are of Enterprise's steam dryer design. These dryers are fitted with large steam domes, thus insuring uniform temperature throughout and free discharge of condensates piped directly back to the boilers. Mounted on full-length frames, equipment has high-carbon steel trunnions operating on precision bearings. Large fans and deodorizers permitting operation in restricted zones are standard.

Enterprise's Continuous Screw Presses, low-pressure type PF-14x, are used in all installations. These continuous screw presses, characterized by their simplicity and compactness, are equipped with a specially engineered screw.

Vertical mills of Enterprise design and installation are used in all plants. Features of these mills are heavy duty motors and enclosed bearings in special moisture and dust proof housings. Motors are direct-connected to shafts by flexible couplings, thereby eliminating power transmission losses.

Materials in disintegration chambers surround rotors so that rotors' entire revolutions are engaged in useful work. Hammers with stellited leading edges are locked on a solid steel shaft by an ingenious system of locking rings which makes it possible to change hammers in but a matter of minutes. The down feed and down discharge principle is used.

According to President J. Howard Smith, General Manager C. M. Cubbage, and Gilbert Smith, president of Smith Meal Co., a subsidiary, plans are now being formulated for complete modernization of their plants with Enterprise fish reduction equipment.

Hendy Announces New Diesel Series

JOSHUA Hendy Iron Works of Sunnyvale, Calif., is now producing new Series 20 Diesels in 6 and 8-cylinder models with a power range of from 190 to 250 horsepower at 900 rpm. This extends the line of Hendy Diesels to include horsepower ratings from 190 to 780 horsepower.

Like the Hendy Series 50 engines, the D-26 and D-28 are made in marine, stationary, and Diesel-electric models, and are of the four-stroke cycle type, designed for heavy-duty, medium-speed operation. Also like the larger engines, they are air starting and completely enclosed—with overhead camshaft, unit fuel pumps and injectors, precision-type bearings, and full pressure lubrication. Marine models are direct reversing.

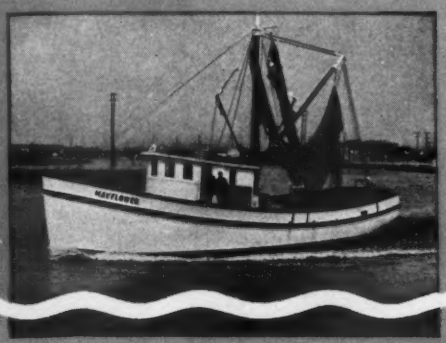
The new engines have cast-iron, mono-block construction with under-hung crankshaft, removable cylinder liners, and auxiliary drives arranged at either end. They are entirely self-contained, with all main accessories engine mounted.

Series 20 engines are single acting, with 7¼-inch bore and 8½-inch stroke. Fresh water cooling is a design feature.

The crankshaft is cast iron, with hollow crank pins and main journals. It is dynamically balanced, with all bearing surfaces ground and polished. The bronze-backed precision-type bearings are lightly loaded, and all bearings may be removed individually through large side inspection doors without disturbing the crankshaft or any accessories.

The overhead camshaft, which eliminates push rods, is ideal in combination with the unit injection system since the rocker-arm rollers bear directly on the cams, providing a close-coupled, smooth action.

Injectors are connected individually through spring-loaded linkages which allow the operator to shut off any injection during operation.



"CATERPILLAR" DIESELS POWER THE MAYFLOWER AND HER 16 SISTERS

The 58-foot shrimp trawler *Mayflower*, one of 17 boats in Versaggi Brothers' fleet, all "Caterpillar" Diesel powered. The *Mayflower's* "Caterpillar" Diesel D13000 Marine Engine drives a 42x32 propeller.

Out of Patterson, Louisiana, sail the Versaggi Brothers' shrimp boats, one of the Gulf Coast's biggest and most successful fishing enterprises.

Seventeen modern craft make up the fleet, and every one is powered by a "Caterpillar" Diesel Marine Engine.

Versaggi Brothers have their own trucks, shipping shrimp direct from the docks to the big city markets. Long experience has taught them plenty about fishing boat engines and they will have no power but "Caterpillar" Diesels in their fleet.

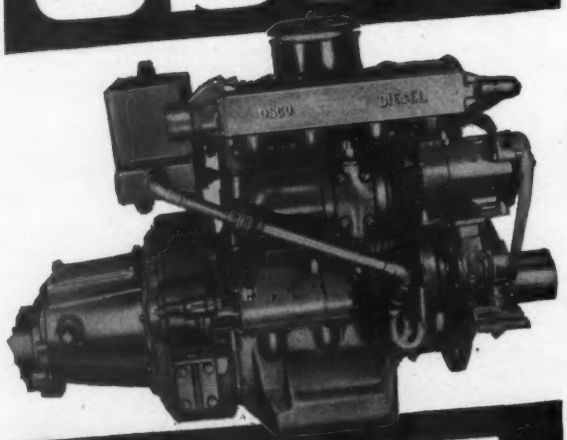
One reason is the steady dependability of these rugged engines, and the fact that their horsepower is all *workpower*, delivering full-load performance as long as it's needed. Another is their over-all economy. And a third reason is the excellent parts and repair service provided by "Caterpillar" dealers.

CATERPILLAR TRACTOR CO. • PEORIA, ILLINOIS

CATERPILLAR REG. U.S. PAT. OFF. **DIESEL**

Marine Engines

OSCO



MARINE DIESELS

RELIABLE, STEADY, ECONOMICAL POWER for FISHING CRAFT

Diesel power means "get-there-and-back" at low cost per mile per hour.

OSCO DIESEL means few repairs, quick repairs and replacement parts when you need them.

The OSCO fresh-water cooling system with full cylinder-length jackets, bronze heat-exchangers and manual temperature controls assure a sea-going engine under every condition of wind and weather.

Every OSCO DIESEL is dynamometer-tested before shipment

Eight models

2 cyl., 24-, 28-, 30 h.p.
4 cyl., 62-, 70-, 75 h.p.
6 cyl., 77-, 83 h.p.

OSCO Marine GAS ENGINES for those who need them

OSCO

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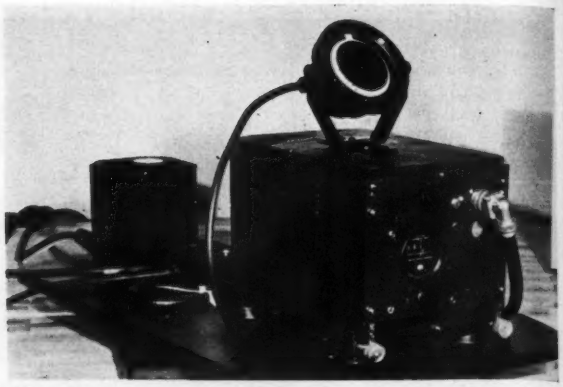
Philadelphia 34, Pa., Dept. A



New Sperry gyro-magnetic compass with gyro unit in foreground and repeater compass mounted on top. When installed, repeater compass is placed in location most convenient for steering. In rear is magnetic compass unit which can be remotely located for minimum interference.

New Sperry Gyro-Magnetic Compass

A NEW instrument, the Sperry Gyro-Magnetic Compass, has been announced as a recent development by engineers of the Sperry Gyroscope Company, Great Neck, N. Y. Occupying no more space than a small radio and weighing but 122 pounds, the new Sperry Compass combines the features of a gyroscope and a magnetic compass, where space, weight and power limitations of smaller craft have made it impractical to employ the Gyro-Compass.

In operation, the Sperry Gyro-Magnetic Compass provides for gyro-averaged magnetic compass indications which are transmitted to a conveniently located compass repeater. Two repeaters may be used in cases where more than one direction indication is desired.

The magnetic compass unit of the system has been designed as a separate component in order to make possible its location at any spot aboard the vessel where deviation difficulties may be reduced to a minimum. The effects of steel construction, and other conditions that may result in inaccurate and erratic magnetic compass readings may thus be reduced or completely overcome.

Through the operation of the gyro unit, the reading on the Sperry Gyro-Magnetic Compass remains steady no matter how violently the vessel may roll, pitch, or yaw.

The amount of power required to operate this new compass is no greater than that called for to produce light in an average size light bulb, and in addition to providing steady direction indications, the equipment may also be used to provide automatic steering.

R. E. Erbentraut has been made Assistant Marine Sales Manager of the Sperry Gyroscope Company, and will assist Marine Sales Manager O. B. Whitaker in directing Sperry's marine activities.

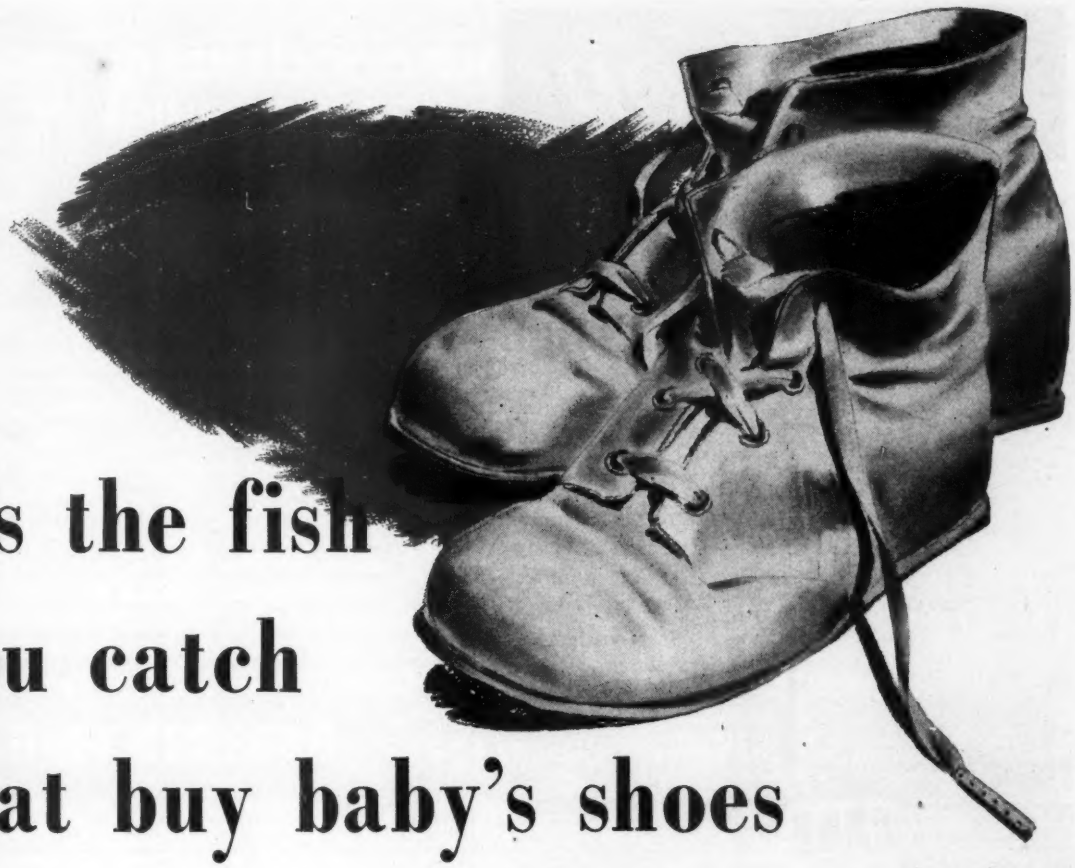
Detroit Diesel Training Program

TRAINING of the Diesel engineer and service man of tomorrow is becoming increasingly important in the post-war plans of Detroit Diesel Engine Division of General Motors, according to V. C. Genn, Sales Manager, and T. L. Guarniere, Director of Training.

Since Pearl Harbor, a complete grounding in the handling and servicing of the Series 71 engine in its many war-time jobs has been given to more than 8000 military personnel at the GM Institute in Flint, Michigan.

Comprehensive training helps in the form of catalogs, charts, blow-ups as well as cut-away parts, sub-assemblies and complete engines are now being made available to the Engineering Departments of colleges and accredited schools across the country.

Detroit Diesel recently played host to a group of 20 engineering department directors of colleges and universities, who were given a complete preview of all the material which is available for their engineering classes.



It's the fish you catch that buy baby's shoes

When a netting twine breaks, fish slip through. Each individual loss is usually small. But these little losses, added together at the end of a season, represent enough to buy a lot of extra things for you and your family.

That's why so many fishermen swear by GOLD MEDAL netting. They know that while some tears are unavoidable, GOLD MEDAL'S rugged strength, accurate mesh and durability means fewer breaks, therefore more pounds of fish in the daily catch.

Our *four-step control* in selecting the raw cotton, spinning the yarns, twisting and testing the twines, then inspecting the finished product makes better netting and means more take-home money. The next time *you* need netting be sure to get GOLD MEDAL. It will pay you worthwhile dividends.

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means controlled production in our own plants, from the bale of cotton to the finished netting. No other netting can make this statement. This is your assurance of dependable quality.

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Baltimore 3, Md. Boston 10, Mass. Chicago 10, Ill. San Francisco 5, Cal. Philadelphia 6, Pa. Gloucester, Mass.

Lathrop

DIESEL and GASOLINE ENGINES ARE ALWAYS RELIABLE

The "WILLIAM B." is owned by R. Bacchiocci of Noank, Conn. She is 49 ft. long, 14 ft. beam, 5 ft. draft, powered with a Type D-80 Lathrop Diesel, straight drive, turning a 32″ x 16″ propeller wheel, giving a boat speed of about ten miles per hour.

LATHROP engines are noted for reliability. They can be depended upon to get you out and in on time, and in safety. They're easy to maneuver and convenient to work on. They start with a flash, and keep running, without a falter, until the trip is landed. They are capable of strenuous work over long periods without need for repairs. That's why the Lathrop engine stands out as the dependable power plant for fishing craft.

THE LATHROP ENGINE CO.
MYSTIC, CONNECTICUT

Marine Engine Builders Exclusively for 48 Years

R. J. (Rollie) Sherwood, who has been appointed sales manager of Hallicrafters Company, Chicago, radio equipment manufacturers. He was formerly assistant to the president of General Dry Battery, Inc., Cleveland, and has had 15 years of executive and sales experience, with extensive contacts in the radio field.

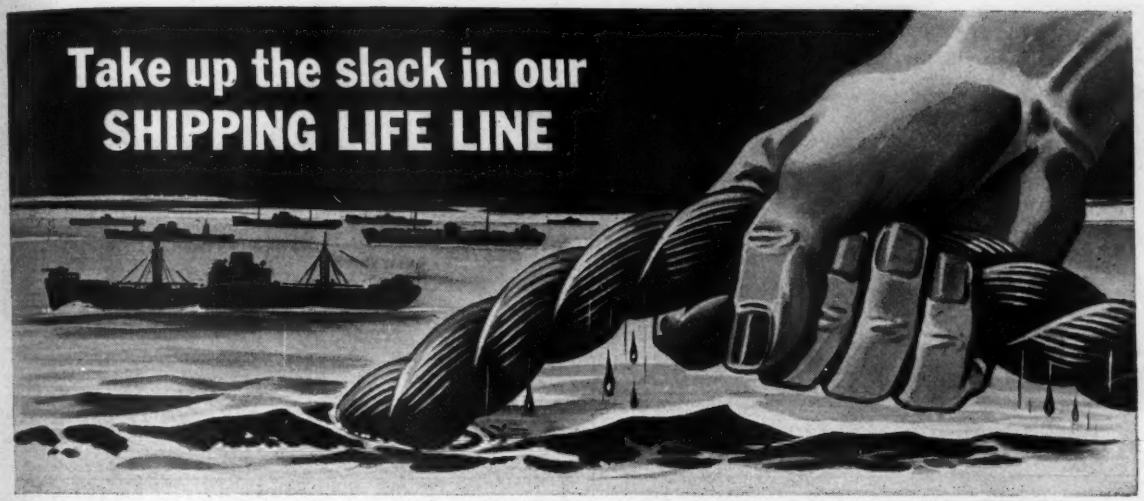
New Bedford Landings for June

(Hailing fares. Figure after name indicates number of trips.)

Addie Mae (4)	70,000	Linta (1)	65,000
Adele K. (2)	118,000	Little David (1)	3,500
Adventurer (1)	20,800	Little Growler (3)	117,000
Alice H. (1)	10,000	Little Lady (1)	10,000
Alice J. Hathaway (2)	106,000	Lois (1)	3,000
Alice May (1)	24,000	Lucky (2)	34,000
Alva (3)	38,000	Madeline (2)	22,000
America (4)	220,000	Major J. Casey (1)	30,000
Anastasia E. (1)	8,000	Marie & Katherine (4)	111,000
Angeline (3)	17,000	Marjorie (1)	50,000
Angie & Florence (3)	100,000	Mary Grace (2)	127,500
Anna C. (2)	8,000	Mary J. Hayes (2)	210,000
Anna C. Perry (2)	48,000	Mary J. Landry (4)	113,900
Anna M. (3)	93,000	Mary M. (3)	165,000
Annie M. Jackson (4)	83,500	Mary Tapper (3)	152,000
Antonina (3)	101,000	Medric (1)	4,700
Arnold (3)	100,000	Mildred Myra (1)	5,000
Bernice (5)	34,800	Minnie V. (1)	16,000
Bessie (5)	145,000	Mishaum (2)	13,600
Bethulia (1)	60,000	Molly and Jane (4)	71,800
Bozo (2)	17,500	Morning Star (1)	10,000
Camden (2)	111,000	Mussel (2)	17,000
Cape Ann (2)	168,000	Nancy B. (1)	20,000
Capt. Drum (5)	265,000	Naomi Bruce III (1)	30,000
Carlo & Vince (1)	70,000	Nautilus (2)	83,000
Carol & Dennis (5)	117,200	Nellie (4)	72,600
Carolyn & Gary (3)	47,000	New Bedford (3)	205,000
Catherine T. (1)	65,500	Newfoundland (2)	122,000
Chas. M. Fauci II (1)	8,000	Noah A. (5)	99,000
Christina J. (2)	103,000	Noreen (2)	165,000
Clifton (3)	32,000	North Star (1)	80,000
Clinton (4)	40,000	Olga C. (1)	47,000
Connie F. (4)	152,000	Patsy (1)	17,000
Doris (3)	69,000	Pearl Harbor (2)	131,000
Dorothy (2)	27,000	Pelican (3)	206,000
Driftwood (1)	11,000	Penguin (3)	66,000
Ebeneezer (5)	34,000	Phyllis J. (2)	17,500
E-C (1)	10,000	Polly N. (3)	11,200
Edith (2)	18,000	Priscilla (Chil.) (1)	2,500
Elenore K. (4)	89,000	Priscilla (N.B.) (6)	113,000
Ella (4)	48,400	Quest (1)	6,000
Elva (8)	164,400	Renena (2)	10,100
Elva & Estelle (1)	37,000	Richard and Arnold (1)	15,000
Endeavor (1)	7,000	Rita (1)	4,000
Etta K. (2)	49,000	Ronald & Dorothy (3)	75,000
Eugene and Rose (2)	60,000	Rose & Lucy (1)	70,000
Fairhaven (2)	120,300	Rosemarie (1)	50,000
Father & Son (2)	15,500	Rosie and Gracie (3)	113,000
Flavia (3)	29,000	Russell S. (3)	43,200
Four Sisters (2)	80,000	St. Ann (1)	50,000
Frankie & Rose (2)	80,000	St. Anthony (2)	26,000
Fred Henry (2)	14,000	St. Joseph (2)	60,000
Gladys & Mary (1)	71,000	Sankaty Head (3)	57,700
Gloucester (1)	70,000	Santa Maria (2)	135,000
Grayling (2)	34,000	Sea Buddy (1)	7,000
Growler (3)	169,000	Sea Prince (1)	5,500
Harriet N. Eldridge (2)	121,000	Sea Ranger (2)	155,000
Hazel M. Jackson (1)	30,000	Serafina (3)	43,000
Hazel S. (1)	14,000	Serafina N. (3)	185,000
Hiram II (3)	55,000	Serafina II (1)	27,000
Hope (3)	51,400	S. M. Murtosa (1)	14,500
Ida & Joseph (2)	200,000	Solveig J. (3)	159,000
Idlewild II (1)	2,500	Southern Cross (2)	29,400
Ivanhoe (3)	139,500	Stanley B. Butler (2)	97,000
Jerry & Jimmy (2)	127,000	Teresa (2)	12,500
J. Henry Smith (3)	44,200	Three Sisters (2)	100,000
Joan & Ursula (2)	106,000	Trio (1)	14,000
Johnny Boy (1)	11,500	Two Brothers (1)	16,000
Josephine & Mary (1)	41,000	Venture I (2)	78,500
Julia K. (2)	19,500	Viking (1)	6,000
Junojaes (2)	191,000	Wamsutta (1)	35,000
Kelbarsam (2)	15,500	Whaler (3)	166,000
Kingfisher (1)	27,000	William Chesebrough (1)	16,000
Liberty (3)	23,000	Winifred M. (4)	103,300
Lt. Frank Kessler (1)	20,000		

Scallop Draggers (Landings in Gallons)

Abram H. (2)	3,000	Margie & Pat (1)	900
Acushnet (1)	800	Mary D'Eon (2)	3,000
Antonio (1)	200	Muriel & Russell (1)	1,500
Bobby & Harvey (1)	1,500	Nashawena (2)	2,150
Carol & Estelle (2)	3,000	New Dawn (2)	2,700
Dagny (2)	2,400	Olive Williams (1)	850
Emily H. (2)	2,800	Shannon (1)	1,450
Friendship (1)	1,500	The Friars (1)	1,500
Irene & Mabel (1)	800	Ursula M. Norton (1)	1,300
Liboria C. (2)	2,700	Viking (1)	1,500
Linus S. Eldridge (2)	3,000	Virginia & Joan (2)	2,550
Louis Thebaud (1)	1,350	Winifred Martin (2)	2,600
Malvina B. (2)	2,750		



New Bedford Rope can do a real pulling job if the slack in lines is taken up. Men who go back to sea can also do a real job—for themselves and their country by taking up the slack in our shipping life lines. Men are urgently needed for the U. S. Maritime Service. • Apply at any War Shipping Administration office, your Maritime Union, or any U. S. Employment Service office. Or, wire collect to Merchant Marine, Washington, D. C.

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WE ARE NOW PREPARED TO SERVE THE FISHING INDUSTRY IN THE CONSTRUCTION AND REPAIR OF ALL TYPES OF FISHING VESSELS AND TO MAKE PROMPT DELIVERIES.

COMPLETE FACILITIES ARE AVAILABLE.

JOHN H. MATHIS COMPANY

SHIPBUILDERS SINCE 1880

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FLOATS for POTS and Markers

A limited quantity of selected seconds left over from production of Life Saving Devices, are immediately available for use as Pot Floats and Markers . . . Lobster Fishermen and others, along the Atlantic Coast, have found these discs to be excellently suited for the purpose. Made of cellular rubber, they are light in weight, buoyant, and do not attract marine growth . . . These floats are considered superior in many ways to other type floats currently available. No order for less than $10.00. All prices f.o.b. Derby, Connecticut.

Prices: Single Disc, 5½" x 1½"—¾"hole ..... 5c ea.
Seven-Disc Section .....37c ea.

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Scientifically Designed — Strongly Built
Made in all Sizes and Weights
For Every Dragging Need

FUEL and WATER TANKS

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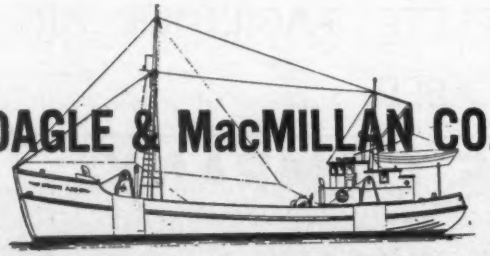
Gallows Frames - Bollards - Blocks - Fittings
Swivels - Coupling Hooks - Anchors



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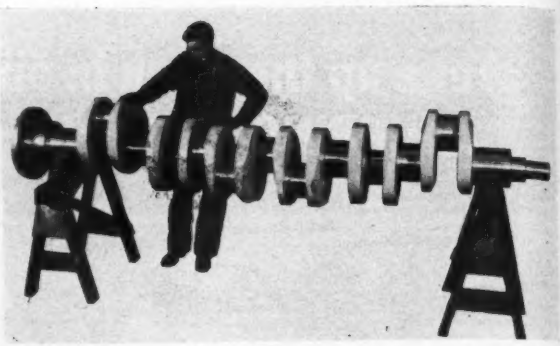


A finished cast crankshaft for a large heavy duty Enterprise Diesel.

Cast Crankshafts on Large Diesels

By Hugo Haas

IN meeting the war production goal set by the Government, Diesel manufacturers faced an acute shortage of forged steel crankshafts. Although it was already an accepted fact that high grade cast crankshafts would deliver satisfactory service in some stationary Diesel engines powering electric generators, and in certain types of engines for the Navy, this type of shafting had never been developed for heavy marine engines.

Colonel W. W. Moore, USA, for many years in charge of the designing and building of various types of vessels for the Quartermaster General and later for the Office of the Chief of Transportation, U. S. Army, made a personal investigation of the matter. His findings led to the conclusion that cast crankshafts would perform successfully in large, direct-reversing marine Diesels, and he decided on the adoption of 11-inch cast crankshafts for this type of engine, despite skepticism from his staff and many other Diesel experts.

In view of the time element involved, Col. Moore decided against the usual policy of ordering a single experimental engine and placed orders for a large number of Enterprise, direct reversible, eight-cylinder Diesel engines with cast crankshafts, and 16 in. bore and 20 in. stroke. Equipped with Buchi-type turbochargers, they were designed to develop 1200 to 1400 bhp. at 275 rpm. for installation in large Army tugs.

The cast crankshafts, carefully analyzed in regards to torsional vibrations, were produced by Campbell, Wyant & Cannon, one of the firms that has had extensive experience in the manufacture of medium cast shafts for stationary engines.

Subsequent performance of these vessels has amply substantiated the soundness of Col. Moore's views in pioneering the use of cast crankshafts for larger marine engines. In the past year the vessels have given excellent service during thousands of hours of operation in the various war theatres.

The cast shafts have certain specific advantages over the conventional forged crankshaft as follows: 1. Less time is required for production. 2. Less waste of material which must be removed in machining operations. 3. Reduction in time required for machining as compared with forged shafts.

Cast crankshafts operate exceptionally efficiently where the original engine design provides for liberal shaft dimensions above normal requirements to care for torsional vibrations.

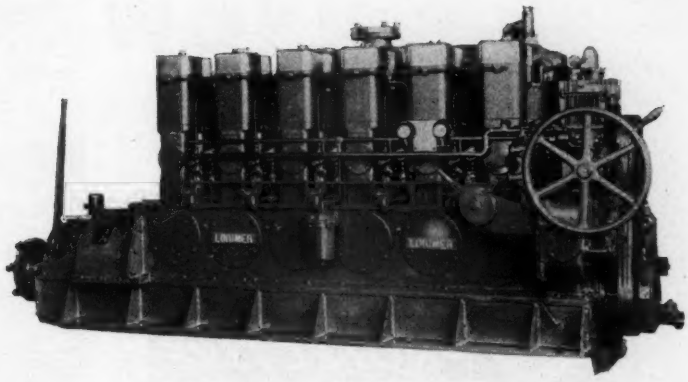
Material hardness is from 250-320 Brinell. Material responds excellently to polishing thereby providing exceptionally good bearing surfaces. The physical properties of cast Proferall material in these large crankshafts have been determined to be as follows:

Tensile strength—52,000 psi. for standard material and 56,000 to 58,000 psi. for special materials.

Torsional modulus—based on the proportion of stress-strain used in actual practice, i.e., 4,000 to 8,000 psi., the resulting slope of line gives a torsion modulus of 8,000,000, as compared to 11,800,000 for steel. Torsional calculations based on this latter value yield results which agree with actual results.

The A. B. S., in computing cast shafts, uses the same formula as for steel. However, they use value of f=4300 for standard proferall material and f=4600 for the 56,000 psi. material. This results in a 7% increase in shaft diameter over that required for forgings.

Lorimer
HEAVY DUTY STATIONARY AND MARINE DIESEL ENGINES



Our Model FA6-RC 150 B. H. P., 6 Cylinder, 600 R. P. M., 7½ x 9½ Direct Reversing Marine Diesel Engine with "Sailing" or one way clutch. Lorimer Direct Reversing Engines can be maneuvered by a novice. A single wheel starts, stops and reverses the engine.

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LORIMER DIESEL SALES CO.

60 E. 42nd Street, New York City 17, N. Y.

Or write the factory direct

LORIMER DIESEL ENGINE CO.

OAKLAND 7, CALIFORNIA

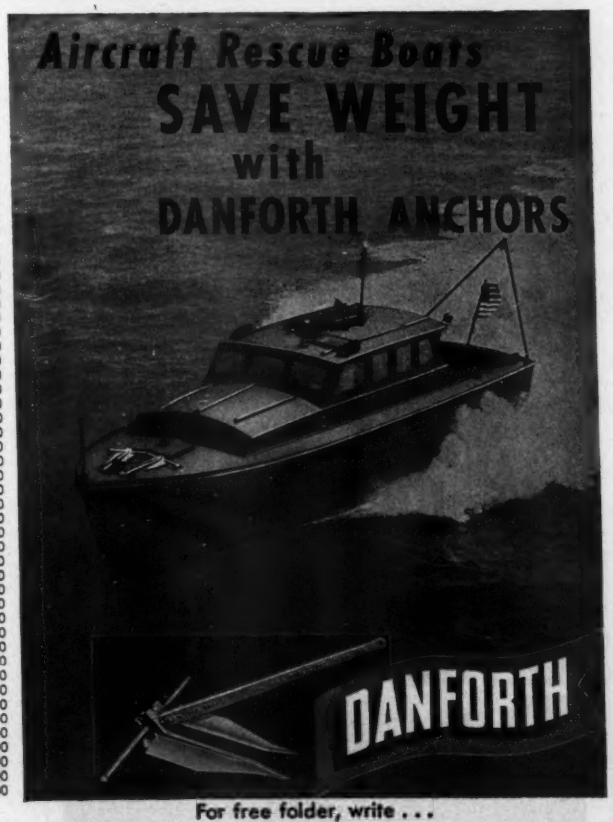
Boston Landings for June

(Hailing fares. Figure after name indicates number of trips.)

Acme (4)	145,500	Marjorie (5)	225,000
Alden (2)	38,000	Marsala (1)	44,500
America (3)	172,000	Mary & Jennie (6)	115,900
Angie & Florence (1)	37,000	Mary W. (5)	295,000
Annie (3)	63,100	Nancy B. (6)	230,000
Annie & Josie (7)	149,100	Naomi Bruce III (3)	108,000
Antonina (1)	57,000	Natale III (8)	540,000
Arlington (3)	581,500	Neptune (3)	308,400
Atlantic (3)	390,400	Neptune (Gill Netter) (1)	6,000
Beatrice and Rose (4)	194,000	Newton (1)	174,000
Bethulia (5)	285,000	North Star (1)	30,000
Billow (2)	356,000	Nyoda (3)	109,000
Boston (1)	51,000	Ocean (3)	754,000
Breaker (2)	340,000	Ohio (1)	70,000
Brookline (1)	210,000	Paolina (1)	2,000
California (2)	38,000	Quincy (3)	260,500
Cambridge (2)	202,500	Ripple (2)	380,000
Capt. Drum (1)	55,000	Robert and Edwin (6)	104,300
Carlo & Vince (2)	52,000	Roma (4)	113,900
Charles M. Fauci, Jr. (1)	135,000	Rosalie D. Morse (1)	117,800
Cormorant (3)	598,000	Rose & Lucy (4)	204,000
Dorchester (3)	389,700	Rosemarie (6)	374,000
Drift (1)	320,000	Rosie (6)	139,300
Eddie & Lulu M. (3)	57,500	St. Joseph (3)	128,000
Eleanor (1)	65,000	St. Joseph (Gill Netter) (1)	4,500
Ethel (4)	44,000	St. Michelangelo (6)	33,500
Eva II (3)	53,800	Salvatore (8)	86,000
Fabia (1)	210,000	San Antonio (3)	13,200
Famiglia (7)	226,000	Santa Maria (3)	189,000
Felicia (2)	60,000	Santina D. (1)	46,000
Flow (2)	441,000	Sea (2)	385,000
Frances C. Denehy (2)	117,500	Serafina N. (2)	97,000
Frank F. Grinnell (4)	204,000	Serafina II (4)	248,000
Frankie & Rose (2)	72,000	Shamrock (1)	38,000
Gale (3)	727,000	Spray (2)	331,100
Geraldine & Phyllis (3)	94,000	Texas (1)	86,500
Gloucester (2)	110,000	Theresa R. (3)	228,200
Jackie B. (4)	264,000	Thomas D. (2)	113,500
J. B. Junior II (2)	63,800	Thomas Whalen (3)	375,000
Jennie & Julia (5)	254,000	Tide (3)	739,000
Josie M. (5)	175,500	Triton (3)	602,000
Lark (3)	570,000	Vandal (3)	199,000
Leonarda (4)	71,300	Venture II (3)	177,000
Linta (3)	135,000	Wave (2)	477,000
Madame X (1)	1,200	Weymouth (3)	423,000
Madonna (2)	110,000	Wm. J. O'Brien (3)	585,000
Maine (3)	668,900	Winchester (3)	614,500
Maria (1)	5,000	Wind (1)	154,000
Maria del Soccorsa (4)	84,500	Winthrop (2)	245,800
Maristella (3)	252,500	Yankee (2)	84,000

Swordfish Landings (Landings in Number of Fish)

Gertrude de Costa (1)	84



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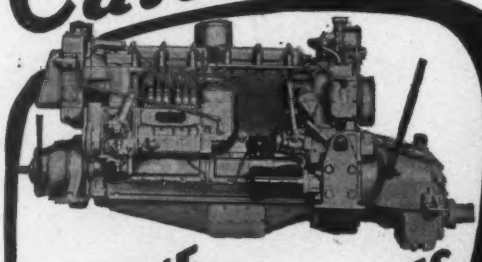

MARINE DIESEL ENGINES

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ELECTRIC GENERATING PLANTS

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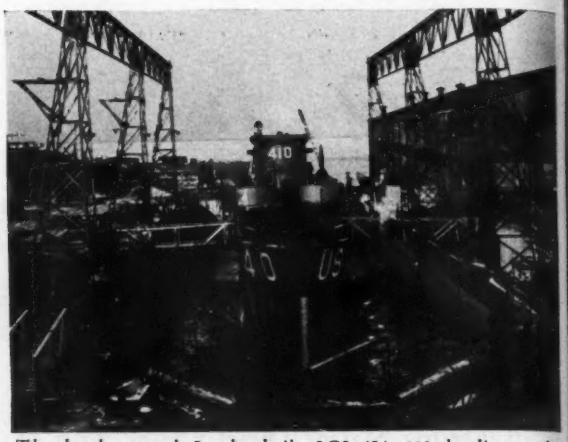


The battle-scarred Lawley-built LCI (L) 410 landing craft, veteran of Normandy and Southern France, being reconditioned for the Pacific in the new Lawley drydock, Neponset, Mass.

Lawley Yard Has New Modern Dry Dock

THE addition of a new $250,000 dry dock and wet building slip to the facilities of Geo. Lawley & Son Corp., Neponset, Mass., has been announced by Edward D. Whiting, president and general manager.

The new dry dock, which will accommodate all types of vessels up to 1000 tons, 190 ft. in length drawing 9 ft. of water, is one of the most modern and best equipped in New England for fishing trawlers and draggers, several of which could be handled simultaneously.

In connection with the dock, there is an overhead craneway equipped with a powerful traveling crane. The dry dock is 205 feet long, 57 feet wide and 15 feet deep. It holds 800,000 gallons of water, and can be emptied by special pumps in two hours.

Before the 4000 yards of concrete in the dry dock were poured a great forest of 1500 piles was sunk deep into the mud and rocky bottom to make a foundation. The concrete work was done in three pourings so that only two construction joints would exist. This resulted in producing one of the driest dry docks in the country by eliminating leaky sections and consequent seepage.

The average dry dock has a wooden floor. Lawley's has instead a six-foot reinforced concrete floor connected practically all in one piece with great walls of reinforced concrete eight feet thick at the bottom and two feet thick at the top.

The massive gate is in three sections. These are lifted out by the giant cranes. Only the center section would have to be removed, of course, to permit a relatively narrow ship to enter.

New Lorimer Diesel Bulletin

LORIMER Diesel Engine Company, 16th & Wood Sts., Oakland 7, Calif., has just issued a new bulletin on their slow speed, heavy duty marine Diesel engines. Operating and design features are described, and specifications are tabulated. The Lorimer engines are available in several sizes, from 45 to 225 hp.; with 3 to 8 cylinders. They operate at 600/700 rpm. and can be equipped with reduction gears.

Georgia To Have New Freezer

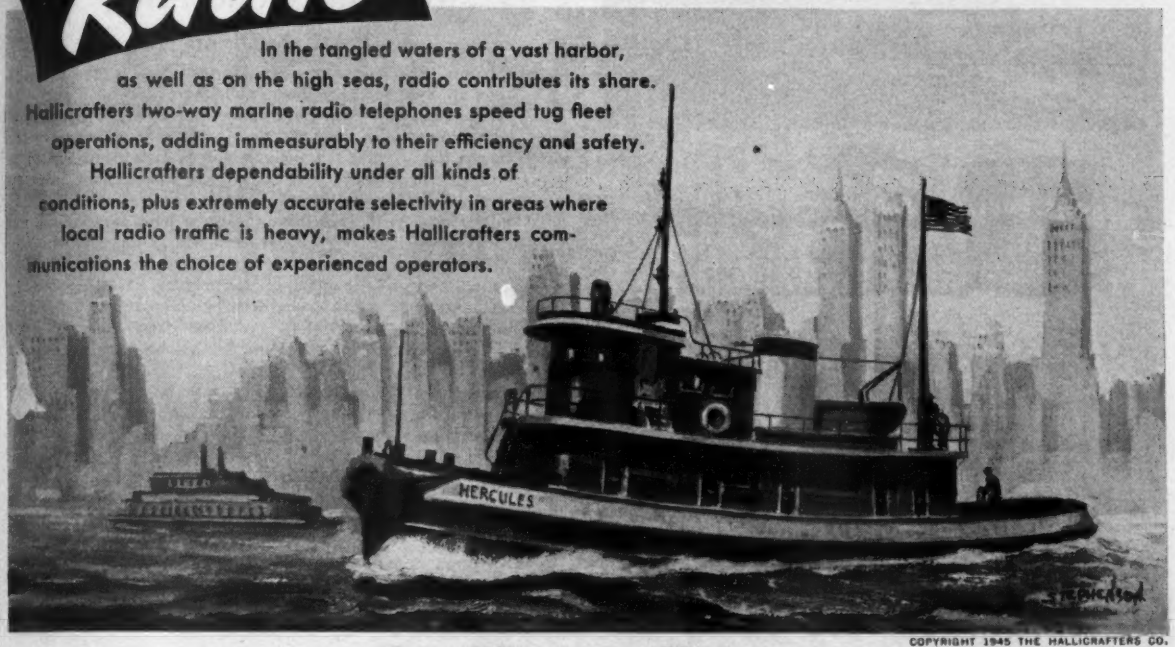
SAM L. LEWIS of Brunswick, Ga., has purchased waterfront property at Brunswick for establishment of a large freezing and cold storage plant which will specialize in seafood of all kinds. A modern concrete dock and seafood packing houses from which large sea-going trawlers may operate will be constructed. Lewis formerly operated a crab factory at Brunswick.

Connecticut to Join Commission

GOV. Raymond E. Baldwin of Connecticut signed a bill on June 26 which will permit Connecticut to join the Atlantic States Marine Fisheries Commission in order to co-operate with other Atlantic seaboard states in the study and conservation of coastline fishing facilities.

Radio AT WORK...

In the tangled waters of a vast harbor, as well as on the high seas, radio contributes its share. Hallicrafters two-way marine radio telephones speed tug fleet operations, adding immeasurably to their efficiency and safety. Hallicrafters dependability under all kinds of conditions, plus extremely accurate selectivity in areas where local radio traffic is heavy, makes Hallicrafters communications the choice of experienced operators.



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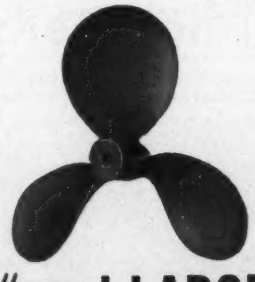

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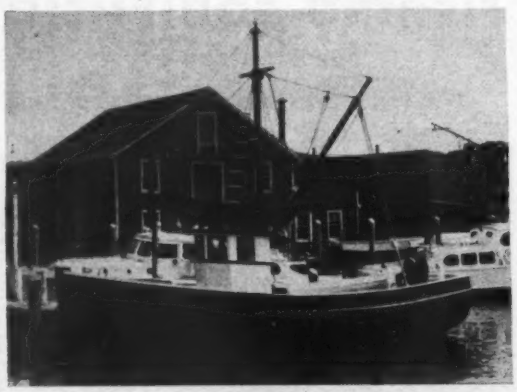

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We, her builders, are proud of MILDRED W. and we congratulate her owner, Capt. Carl Westcott. We are happy to introduce MILDRED W. as representing the quality of workmanship and integrity that goes into boats built by us. MILDRED W. measures 40′ x 12′ x 5′8 light draught. Capacity, 25,000 lbs. Powered by a Lathrop Engineers model gas engine, she did a little better than 11 knots on her trial run.

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BUILDERS OF FINE BOATS

New Brunswick Pollock Bringing Good Price

By C. A. Dixon

POLLOCK were more plentiful during June in the Quoddy River in southern New Brunswick than they have been for many years, and both hand-liners and seiners landed good fares. Fishermen sold their catches in Eastport, receiving 24c each for the fish. While this price is not as high as that paid in some instances previously, it is considered an excellent price in comparison with the 2 to 5 cents paid for generations.

In more recent years, however, the price paid for pollock has ranged far above that of formerly, and nearly anyone who can procure the necessary lead for the running of pegs and jigs and obtain even expensive hand-lines can realize excellent returns from his investment. Fishermen now have to equip themselves with fine and comfortable boats, and these boats fully equipped are very expensive; nevertheless, they find their outlay a good investment.

One has to be nimble-handed and ambidextrous to excel in pegging pollock, an art that many men never learn to perfection. Jigging does not require as much skill as pegging due to the modern method of trailing in power boats. Formerly fishermen depended upon oars for propulsion and had to ship the oars every time a pollock got hooked on a jig. Much skill and various forms of manipulation were required to insure the landing of big daily fares.

The catching of pollock with purse seines is a matter of mass production that requires some skill and considerable muscular work to make the method pay worthwhile dividends. Pollock seines sometimes get badly torn and much mending is necessary to keep them in proper condition for fishing.

Sardine Herring Catch Low During June

Although the month of June reverted to its position as a month of minimum production of sardine herring in southern New Brunswick waters, enough fish were caught to provide some of the weirmen with a good month's income. Weirs in the St. Andrews Bay area caught some fish, but catches on the Canadian side of the Bay as well as those on the American side along the Perry shore were poor in comparison with other years.

Fishermen expect a Summer school to arrive in some sections of the coast in July and August, as fish in large quantities were reported off North Head, Grand Manan some time ago, but failed to come close enough inshore during June for the weirs to capture them.

Fishing has been spotty everywhere, but this is not unusual in the early Summer months. The supply has fallen far below the demand, and consequently the factorymen have been operating their plants at a loss, especially those located in Eastport and Lubec, Me.

Good Lobster Prices

Prices received for lobsters by Charlotte County fishermen skyrocketed to as high as 65 cents a pound just before the close of the Spring season, but dropped to between 40 and 48 cents later. A lobster weighing approximately three pounds would command a price of $1.50.

Many lobstermen believe that lobster fishing has returned to its status of many years ago before an apparent depletion took place and the business presented a very black outlook as to future fishing. Now the fear of depletion apparently has vanished and there is no doubt that every lobsterman will want to see that proper protection is maintained, and that the building up of the lobster reserve in closed seasons is made a self-imposed condition.

Await Strike of Stringing Herring

Grand Manan smoked herring producers have been shipping out their stock of processed Shediac herring and are awaiting a good strike of stringing herring to take place in the St. Mary's Bay area of the Bay of Fundy in Nova Scotia. Some of the dealers already have procured Nova Scotia fish, but no large quantities.

Ground Fishermen Have Done Well

Ground fishermen in some parts of southern New Brunswick have done well, and have received fair prices.

THE "FOURTH" YEAR OF WAR PRODUCTION *again* PROVES PAULS FISH NET *Supremacy*

The supremacy of America's fighting might is equalled only by its production ability, and the fishing industry has done an outstanding job in meeting the constantly mounting needs of our own military and home front as well as those of our allies.

Despite the surrender of Europe there is but slight indication that the situation will ease up before the battle of the Pacific is won. Consequently, PAULS are continuing in their efforts to maintain efficiency to uphold their high quality standards in fish netting—the netting of uniform strength that will stand up under the heaviest of loads for greater assurance of success and profits.

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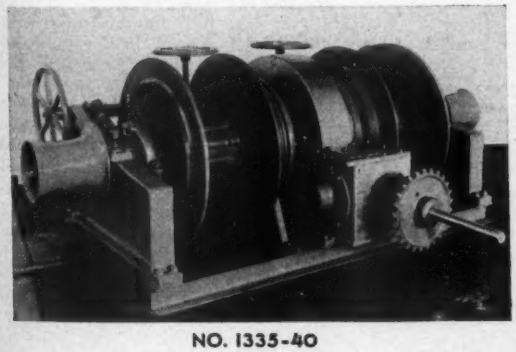

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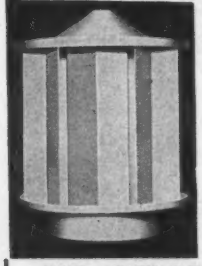

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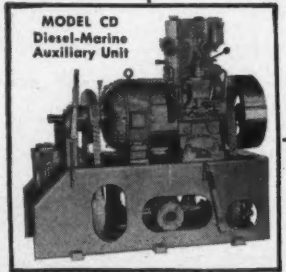

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If It's KENYON-Made, It's Precision-Built

Vineyard Striped Bass Run Heavy

By J. C. Allen

AS the month of June drops into the wake, the local gang is looking into the immediate future with more than usual doubt and puzzlement. June has been a good month as a whole and there is no great reason for supposing that things are liable to change for the next two months to come, but here's the way the situation stacks up.

We have had a marvelous run of scup. Not in years, possibly generations, have the scup run so plentiful and as large as they have this season. The traps got some, enough to give 'em a good start at the beginning of the season, but the draggers discovered that they could get 'em too. Well, the sea is free, thus far, and they had a perfect right to go after them, and they have landed thousands of tons with a market that sagged but slightly.

In the meantime, there has been a certain amount of prospecting going on over grounds usually frequented by the dragger fleet. The result was not promising, which makes things look as if the luck of the fleet has pretty well depended upon the scup and the squid, both of which have been taken in large quantities. The gang simply reasons that the scup will not remain after the first of September anyhow, and may well be thinned out some before that. Is there anything else to come? That is the question that burns like a gurry sore.

The dragging grounds have been seriously affected by the presence of boats of all sizes which have come from a distance to fish in these waters. They have found it convenient and profitable to market in this locality, and the supply of fish in their former bearings has not stacked up too hot, according to pierhead gossip. Groundfish, which previously constituted the mainstay of the industry, has just naturally vanished from the inshore grounds, and even large vessels have not fared as well offshore as they used to do.

Trap Gear and Hand-Liners

Bright spots in the prospects are to be found around the trap gear and among the hand-liners. The former haven't fared too well during June, but there have been good and sufficient reasons for that, not pertaining to the supply of fish. Given a break on weather and a few other incidentals, and they will do all right.

As for the hookers, they are on the increase, not rapidly but steadily. The big ledges are good ground for them, and a two man boat can make money with hand lines. They are getting cod mostly, which is always a good stock.

Striped Bass Running Good

Striped bass have run chin-deep to a dinosaur in these waters and tons have been taken. It is against the law to seine 'em in Massachusetts, they can be hooked with rod and reel, or drailed, and they can be kept and sold if taken with other fish in commercial gear other than seines. Receipts have been heavy, and the price good as always.

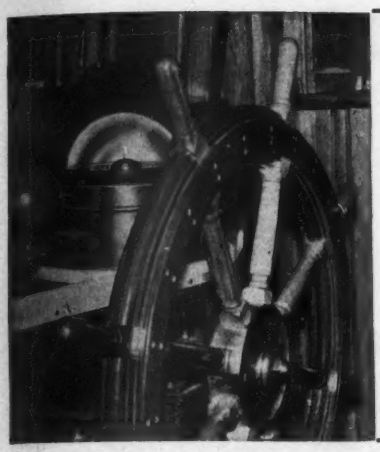
Some commercial fishermen resent the present law. Others, notably sport fishermen, claim that it accounts for the increase in the supply. We don't argue. We only know that the history of the striped bass in these waters reveals that the greatest hauls were made at a time when nothing was barred, and that the fish returned year after year, until suddenly they just weren't. A couple of generations passed before they returned, and right now it appears that they are running about as they used to do. Maybe it is the law, but neighboring states have no such law, yet they have had better bass fishing than we have enjoyed, and still have it about as good.

Mackerel Scarce

Mackerel have by-passed us in general this season, up to the end of June at least, one of those vagaries in the habits or activities of fish that you read about. A moderate number have been trapped and some small schools moved through but they didn't appear to fetch up until they were miles away, and there they have hung and still hang.

First Swordfish of Season

The first swordfish to be brought into any Vineyard port this season were landed in Menemsha June 23 when Donald Poole and his crew returned from a one-night trip and brought



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The photo at the left shows the Kelvin-White spherical compass on the new super dragger "Estrela".

"The Best compass is your Best insurance"

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in two. The larger weighed 230 pounds and the smaller 165. The fish were caught south of Nomansland.

Just as soon as the first sword was reported ironed, the tales of black marketing began. Our own opinion is that there has never been any common sense attached to the ceiling on swordfish, providing it is assumed that the rest of the system has any merit at all. Mackerel isn't under a ceiling because, say the Powers that Be, it is a seasonal fish. Mackerel are taken here and hereabouts at least nine months out of the year. Sword is taken not over three months out of the year in these bearings. If the argument is to be taken literally, the sword is not classed as a seasonal fish. We wonder why. But we wonder about a lot of things, and get no answer.

"Little David" Lost

Parts of debris from the 48' Vineyard Haven fisherman *Little David*, owned by Capt. Paul A. Campbell of Menemsha, and missing since June 26th in the tropical storm which lashed the New Bedford and Cape Cod areas, have been found by Block Island fishermen.

The pilot house was found, as well as the dory and the vessel's numberplate. Still missing is the two-man crew, John Perry of Vineyard Haven and Capt. Campbell.

Michigan Wheel Adds Service Stations

MICHIGAN Wheel Company announces the appointment of the following distributors who will stock complete lines of Michigan Machined-Pitch Propellers: Cleveland Yacht & Supply Co., 3027 Detroit Ave., Cleveland, Ohio; J. Frank Knorr Inc., 528 N. W. Seventh Ave., Miami, Florida; Albert McLean, 108-110 Key Highway at Light St., Baltimore, Maryland.

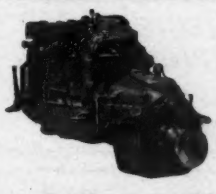
The first two named have installed the equipment for reconditioning all types and sizes of propellers by the Michigan Machined-Pitch factory method and have had the crews who will man these Service Stations trained at the Michigan plant in Grand Rapids, Mich.

Reiner Awarded Third "E" Star

IN the Spring of 1943, John Reiner & Company, Long Island City, N. Y. was awarded the Army-Navy "E" Flag. Recently, a third star was added to the other two won for continuing excellent work in designing and building "built to order" Diesel Power Units and Diesel Generating Sets used extensively in connection with the war effort.

Naval Architect Deed in New Offices

WILLIAM J. DEED, naval architect, announces moving into larger offices at 154 Nassau St., New York City. Backed by 38 years of experience designing both pleasure and commercial craft of all types, Mr. Deed is also specializing in the design and engineering of plywood and plastic boats, and is consulting naval architect for the Duramold Division of the Fairchild Engine and Airplane Corp. He is handling design work for several shipyards, and is designing numerous fishing vessels in both wood and steel construction.



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Gloucester Landings for June

(Hailing fares. Figure after name indicates number of trips.)

Alden (3)	180,000	Lois T. (26)	68,200
Aliburton (3)	37,000	Lou Sam (1)	4,000
America (1)	20,000	Lucretia (7)	154,000
American Eagle (2)	191,000	Madeline (2)	41,000
Andarte (2)	250,000	Madonna (2)	50,000
Angie & Florence (4)	81,000	Magellan (2)	200,000
Anna Guarino (5)	108,000	Malolo (3)	325,000
Annie II (5)	72,000	Manchonoch (3)	214,500
Antonina (5)	233,000	Margie and Roy (2)	20,000
Ariel (6)	100,500	Marie & Winifred (2)	150,000
Atlantic (3)	274,000	Marietta & Mary (4)	364,000
Austin W. (3)	234,000	Mary (6)	122,000
Ave Maria (2)	109,500	Mary A. (1)	84,000
Avocet (1)	25,000	Mary & Joseph (3)	276,000
Babe Sears (3)	455,000	Mary and Julia (1)	130,000
Baby Paul (1)	75,000	Mary Curtis (2)	238,000
Baby Rose (4)	435,000	Mary M. (2)	68,000
Balilla (2)	100,000	Mary Rose (3)	412,000
Barbara C. (6)	111,500	Mary W. (3)	145,000
Barbara Fae (2)	5,000	Mayflower (2)	21,000
Barbara Lee (1)	400	M. C. Ballard (3)	478,000
Beatrice & Rose (2)	25,000	Meta & Margaret (3)	152,000
B. Estelle Burke (3)	284,000	Moonlight (3)	248,000
Bethulia (1)	30,000	Nancy B. (1)	9,000
Bettina (3)	420,000	Nancy F. (3)	183,000
Bonaventure (2)	345,000	Naomi Bruce (25)	59,600
California (5)	187,000	Naomi Bruce II (24)	51,200
Capt. Drum (1)	25,000	Natalie B. (5)	125,000
Carlo & Vince (3)	123,000	Neptune (6)	147,000
Carmela Maria (3)	173,000	Newcastle (1)	52,000
Caroline & Mary (1)	180,000	Njorth (2)	34,500
Casco (3)	35,000	Nobadeer (1)	30,000
Caspian (3)	293,000	No More (6)	85,000
Catherine L. Brown (3)	499,000	North Sea (3)	264,000
Cayadetta (2)	37,000	North Star (5)	163,000
Chebeague (4)	111,000	Nyoda (2)	63,000
Cherokee (3)	290,000	Ocean Wave (3)	216,000
Cigar Joe (3)	270,000	Olympia (2)	190,000
Clarence B. Mitchell (3)	89,000	Olympia LaRosa (4)	260,000
Columbia (2)	438,000	Pauline M. Boland (3)	212,000
Columbo (3)	392,000	Phillip & Grace (3)	432,500
Corinthian (2)	290,000	Phyllis A. (20)	41,200
Curlew (3)	526,000	Phyllis & Mary (3)	74,500
Donald & Johnnie (3)	95,000	Pilgrim (3)	560,000
Doris F. Amero (3)	277,000	P. K. Hunt (2)	232,000
Eddie & Lulu M. (1)	15,000	Pollyanna (2)	250,000
Edith & Lilian (3)	640,000	Portugal (1)	40,000
Edith L. Boudreau (3)	367,000	Poseidon (1)	17,000
Edna Fae (25)	60,800	P. T. (7)	78,000
Eleanor (4)	170,000	Puritan (3)	532,000
Eliza C. Riggs (5)	104,000	Rainbow (2)	225,000
Emily Brown (2)	380,000	R. Eugene Ashley (1)	75,000
Emily C. (5)	71,000	Rita B. (2)	245,000
Emma Marie (2)	79,000	Robert and Edwin (1)	5,000
Enterprise (3)	4,700	Roma II (1)	3,800
Estrela (2)	405,000	Rose and Lucy (2)	110,000
Eugene H. (4)	452,000	Rosemarie (2)	40,000
Eva M. Martin (10)	144,000	Rosemary (3)	114,000
Evelina M. Goulart (1)	95,000	Rosie and Gracie (4)	131,400
Evzone (2)	230,000	Rosie & John (2)	4,000
Falcon (6)	183,000	Rosie C. (4)	50,000
Fannie F. Hickey (5)	150,500	Ruth and Margaret (2)	230,000
Four Sisters (5)	37,500	Sacred Heart (3)	171,000
Frank F. Grinnell (2)	107,000	St. Anthony (1)	150,000
Frankie and Rose (3)	62,000	St. Christopher (3)	450,000
Gaetano S. (1)	160,000	St. Paul (1)	35,000
Gloucester (3)	105,000	St. Peter (1)	78,000
G. N. Soffron (2)	278,000	St. Providenza (9)	193,000
Golden Eagle (3)	448,000	St. Teresa (1)	100,000
Gov. Al Smith (3)	360,000	Salvatore (4)	341,000
Grace and Rosalie (4)	99,000	Santa Maria (1)	90,000
Gull (1)	30,000	Sarah M. (2)	32,000
Heedja (3)	101,500	Sea Hawk (3)	302,000
Helen M. (2)	200,000	Sea Queen (2)	183,000
Holy Family (3)	418,000	Sea Roamer (2)	188,000
Ida & Joseph (5)	102,000	Sebastiana & Figli (5)	107,500
Irma Pauline (2)	130,000	Sebastiana C. (3)	268,000
Irma Virginia (7)	154,500	Serafina (1)	46,000
Jackie B. (Maine) (4)	59,000	Serafina N. (2)	82,000
Jackson & Arthur (7)	72,000	Serafina II (2)	32,000
J. B. Jr. (5)	128,000	South Sea (3)	229,000
Jennie & Julia (3)	98,000	Squantum (1)	29,000
Jennie & Lucia (2)	157,000	Superior (1)	125,000
Joe D'Ambrosio (5)	91,500	Susie O. Carver (6)	219,000
Joffre (2)	320,000	Theresa M. Boudreau (2)	440,000
Joseph & Lucia (3)	513,500	Thos. J. Carroll (3)	405,000
Josephine & Margaret (2)	160,000	Three Sisters (5)	163,000
Joseph S. Mattos (3)	389,000	Trimembral (7)	57,500
Killarney (1)	200,000	Two Pals (6)	99,500
Lady of Good Voyage (2)	235,000	Uncle Guy (3)	215,000
Leonora C. (3)	401,000	Voyager (2)	102,000
Leretha (3)	385,000	Wanderer (4)	73,000
Linta (2)	45,000	We Three (5)	212,000
Little Joe (7)	115,500	Wind (2)	294,000
Little Nancy (4)	250,000	Yankee (2)	51,000

New York Landings for June

(Hailing fares. Figure after name indicates number of trips.)

Amelia (2)	129,000	Mary Anne (2)	184,000
Anna Esther (1)	15,000	Meta & Margaret (1)	30,000
Catherine C. (2)	140,000	Mildred & Myra (1)	24,000
Doris Gertrude (3)	149,000	Rita (1)	33,000
Irene & Walter (1)	30,000	Sunapee (1)	20,000
John G. Murley (2)	120,200	Viking (1)	4,200
Katie D. (2)	131,000	William Chesebrough (1)	29,000
Mandalay (2)	53,000		

Scallop Draggers (Landings in Gallons)

Columbia (1)	1,200	Rosalie F. (2)	2,700
Gloria F. (3)	3,150	S. No. 31 (1)	1,350
Mary (2)	2,350	William Landry (1)	900

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

ALARM SIGNALS
*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.

ANCHORS
*R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

ANCHOR-GRAPNELS
*Chas. D. Briddell, Inc., Crisfield, Md.

BATTERIES, STORAGE
"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio.

CAN MANUFACTURERS
Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES
*Chas. D. Briddell, Inc., Crisfield, Md.

CLUTCHES
*Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGES
Quaker City Cold Storage Co., Philadelphia, Pa.

CORDAGE MANUFACTURERS
American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.
Plymouth Cordage Co., Plymouth, Mass.

CYLINDER LINERS, PISTONS, RINGS
Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

CYLINDER TREATMENT
*Van der Horst Corp. of America, Olean, New York

DEPTH FINDERS
*Bludworth Marine, 100 Gold St., New York 7, N. Y.
*Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL AUXILIARY SETS
Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan
*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.
R. H. Sheppard Co., 330 Middle St., Hanover, Pa.

ELECTRICAL EQUIPMENT
Diehl Manufacturing Co., 240 Congress St., Boston, Mass.
General Electric Co., Schenectady, N. Y.
*Sperry Gyroscope Co., Inc., Great Neck, N. Y.

ELECTROLYSIS ELIMINATION
Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

ENGINE MANUFACTURERS
Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*The Buda Co., Harvey, Ill.
*Caterpillar Tractor Co., Peoria, Ill.
*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.
*Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan
*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
*Fairbanks, Morse & Co., Chicago, Ill.
*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
*The Lathrop Engine Co., Mystic, Conn.
*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
*Lorimer Diesel Engine Co., 16th & Wood Sts., Oakland, Calif.
Mack Mfg. Corp., Empire State Building, New York 1, N. Y.
*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
*The National Supply Co., Superior Diesels, Springfield, Ohio.
*Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.
*Palmer Bros. Engines, Inc., Cos Cob, Conn.
Red Wing Motor Co., Red Wing, Minnesota.
Union Diesel Engine Co., 2200 East Seventh St., Oakland 6, Calif.
*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts
*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines
*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

ENGINE DEALERS
Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston, Mass.
*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.
Rapp-Huckins Co., Inc., 138 Beverly St., Boston, Mass.

EXHAUST HOSE
Bendix Aviation Corp., Philadelphia, Pa.

EXHAUST SILENCERS
John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.
*The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

FISHING GEAR
*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH MEAL MACHINERY
*Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

FISH SCALERS
Portable, Flexible Shaft
N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FLOATS
J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.
*Sponge Rubber Products Co., Shelton, Conn.

FOG HORNS
*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.
L. D. Lothrop Sons, Gloucester, Mass.

GASKETS
Fitzgerald Mfg. Co., Torrington, Conn.

GASKET PACKING
Fitzgerald Mfg. Co., Torrington, Conn.

HOOKS, FISH
Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.

ICE PICKS
*Chas. D. Briddell, Inc., Crisfield, Md.

NAUTICAL INSTRUMENTS
*Kelvin-White Co., 90 State St., Boston, Mass.
*Kenyon Instrument Co., Inc., Huntington, L. I., New York
*Sperry Gyroscope Co., Inc., Great Neck, N. Y.

NETS AND NETTING
W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
*Pauls Fish Net Company, 357 West Ohio Street, Chicago 10, Illinois.
A. M. Starr Net Co., East Hampton, Conn.

OILED CLOTHING
*H. M. Sawyer & Son Co., East Cambridge, Mass.

OIL FILTERS
Hamilton Engineering Co., P. O. Box 1893, Boston, Mass.

OILS
Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

OIL SEALS
Fitzgerald Mfg. Co., Torrington, Conn.

OYSTER KNIVES, TONGS
*Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES
"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

PAINTS
International Paint Co., Inc., 21 West St., New York, N. Y.
Pettit Paint Co., Belleville, N. J.

PROPELLERS
Columbian Bronze Corp., Freeport, N. Y.
Federal-Mogul Marine Div., 4033-91 Beaufait Ave., Detroit, Michigan.
*Hyde Windlass Co., Bath, Me.
*Michigan Wheel Corp., Grand Rapids, Mich.

PUMPS
Jabsco Pump Co., 8302 Wilshire Blvd., Beverly Hills, Calif.
*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

RADIO DIRECTION FINDERS
*Bludworth Marine, 100 Gold St., New York 7, N. Y.

RADIO TELEPHONES
*The Hallicrafters Co., 2611 S. Indiana Ave., Chicago, Ill.
*Harvey-Wells Electronics, Inc., Southbridge, Mass.
Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.

RANGES
"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE AND REDUCTION GEARS
Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.
G. Walter Machine Co., 84 Cambridge Ave., Jersey City, N. J.

RUBBER BOOTS
U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING
U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

SEAFOOD TOOLS
*Chas. D. Briddell, Inc., Crisfield, Md.

SHIPBUILDERS, BOATYARDS
Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.
*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.
*Essex Boat Works, Inc., Essex, Conn.
Higgins Industries, Inc., 1755 St. Charles Ave., New Orleans, La.
*J. K. Welding Co., Inc., 3 Federal St., Yonkers 5, New York
*Geo. Lawley & Son Corp., Neponset, Mass.
*John H. Mathis Co., Camden, N. J.
*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.
*Wheeler Shipbuilding Corp., Ft. of 154th St. & East River, Whitestone, L. I., N. Y.

STEERING GEAR
*The Edson Corp., 49-51 D St., South Boston, Mass.
*Sperry Gyroscope Co., Inc., Great Neck, N. Y.

STERN BEARINGS
*Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT
*Dagle & MacMillan Co., 170 Border St., East Boston, Mass.
*Hathaway Machinery Co., New Bedford, Mass.
New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

VENTILATORS
*Air Devices, Inc., 17 East 42nd St., New York 17, N. Y.

WIRE ROPE
*Bethlehem Steel Co., Bethlehem, Pa.

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Where to Ship in New York

Beyer Fish Co., Fulton Fish Market

International Fish Co., 111 Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

Marine Bargains

REBUILT Diesels: 80 hp. Model 36, 4 cyl. Fairbanks-Morse with 3:1 red. gear. 120 hp. 4 cyl. Fairbanks-Morse Model 35 E, with prop. outfit. 150 hp. Cummins Model HMR 600 6 cyl. 2¼:1 red. gear, like new. 65 hp. 4 cyl. Wolverine, two cycle, new 1941—and many others. Fish or work boat, flush deck, 50′ x 14′6″ x 5′, 19 gross tons, 45 hp. Diesel engine, all in good condition. Sardine smack 45′ x 13′ x 5′, gas powered, Gray 8-105. Prices reasonable. Write us as to your requirements. Knox Marine Exchange, Camden, Maine.

Dragger For Sale

45′ x 16′ x 5′, Elco 125 hp. gasoline, 28 x 16 wheel, 3 nets, Ford engine runs double drum hoist with 150 fathoms cable, good working order, owner has new boat. $4000.00 for quick sale. Feurback & Hanson, Brielle, N. J.

Dragger For Sale

"Marion H.", 50′ x 14½′ x 6½′, 1½ years old, 80 Lathrop, Hathaway winch, capacity 35,000, full equipment. Can be seen at Montauk, N. Y. Write E. Handrup, Montauk for particulars.

Wanted

New Buda Diesel engines; cash waiting; give model, serial number and equipment. Reply to Box No. 7, c/o Atlantic Fisherman, Goffstown, N. H.

Engines For Sale

One 4-cylinder 60 hp. 600 rpm. Atlas Diesel. Two 4-cylinder 70 hp. 400 rpm. Atlas Diesels. One 4-cylinder 90 hp. Wolverine. All in good condition. P. F. Remington, 217 Lexington Ave., Providence, R. I.

Fairbanks-Morse Parts

4 cylinders,	35E — 8¾ bore;
4 pistons,	35E — 8¾ bore;
3 cyl. heads,	35E — 8¾ bore.

Thomas Thomassen, West Sayville, N. Y.

Dragger For Sale

62′ long, 16½′ beam, Hathaway winch, 110 hp. Atlas Diesel, complete fishing equipment. Write Box "F", Atlantic Fisherman, Goffstown, N. H.

Engine For Sale

One Fairbanks-Morse, 4 cylinder, 60 horsepower, CO engine, in good running condition. Clutch recently rebuilt, has new pistons, cylinders and manifold installed on engine. Reasonably priced. Barbour Boat Works, New Bern, N. C.

For Sale

One Cooper-Bessemer Diesel, 80 hp. at 400 rpm. Now being used, but available about September 1. In good condition. J. H. Westerbeke Corp., 280 Northern Ave., Boston 10, Mass.

Engines For Sale

Two used Fairbanks-Morse 2 cycle Diesel engines, one 4 cylinder, rated 120 hp., and one 6 cylinder, rated 180 hp. Write Box "N", Atlantic Fisherman, Goffstown, N. H.

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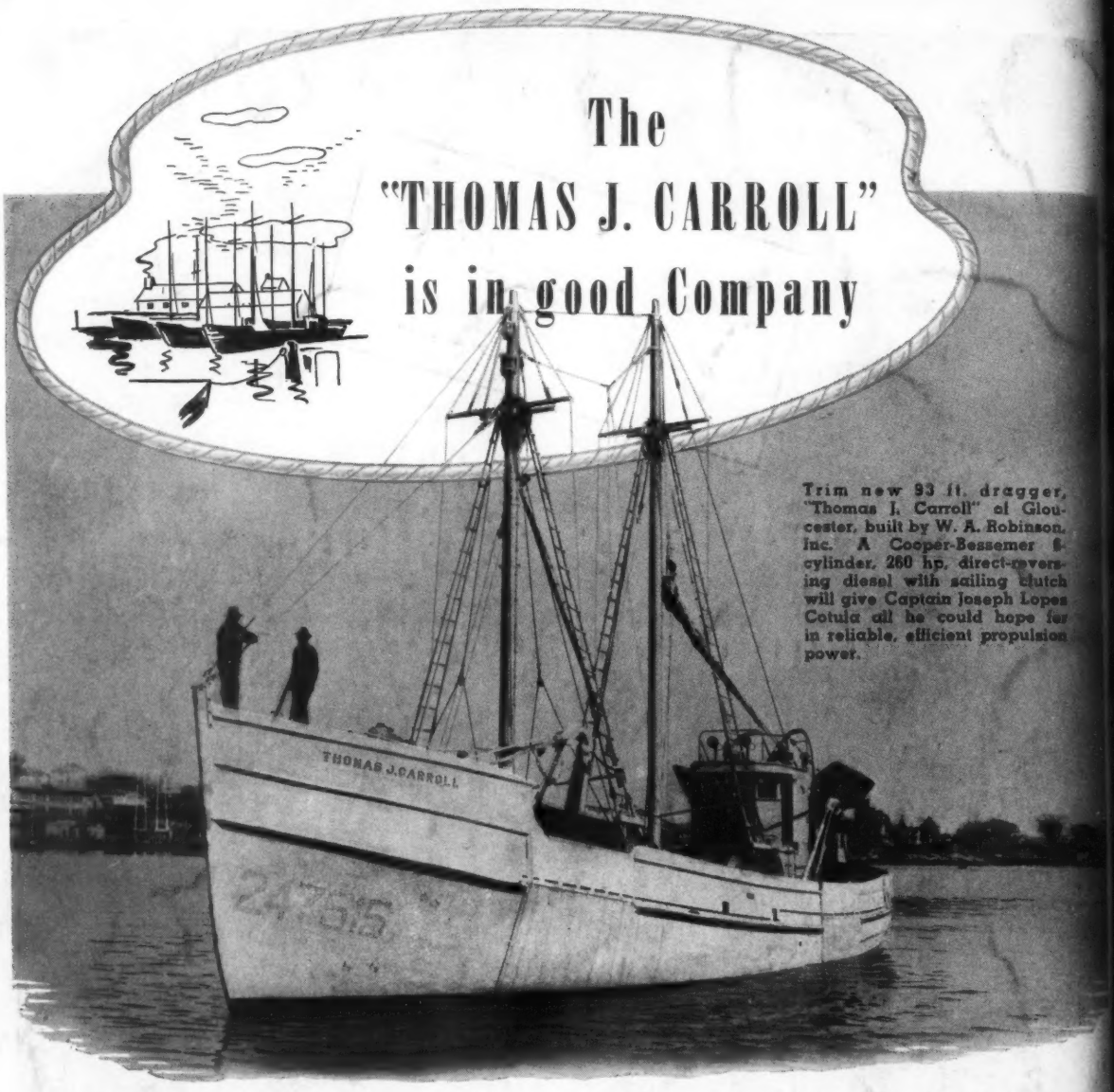

Trim new 93 ft. dragger, "Thomas J. Carroll" of Gloucester, built by W. A. Robinson, Inc. A Cooper-Bessemer 8-cylinder, 260 hp, direct-reversing diesel with sailing clutch will give Captain Joseph Lopes Cotula all he could hope for in reliable, efficient propulsion power.

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If you are planning a new boat or a repowering job, contact the nearest Cooper-Bessemer office and have them explain why Cooper-Bessemer diesels are so exceptionally reliable, trouble-free and efficient. When you know about all the advanced Cooper-Bessemer features you'll see that it pays to be in such good company.

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